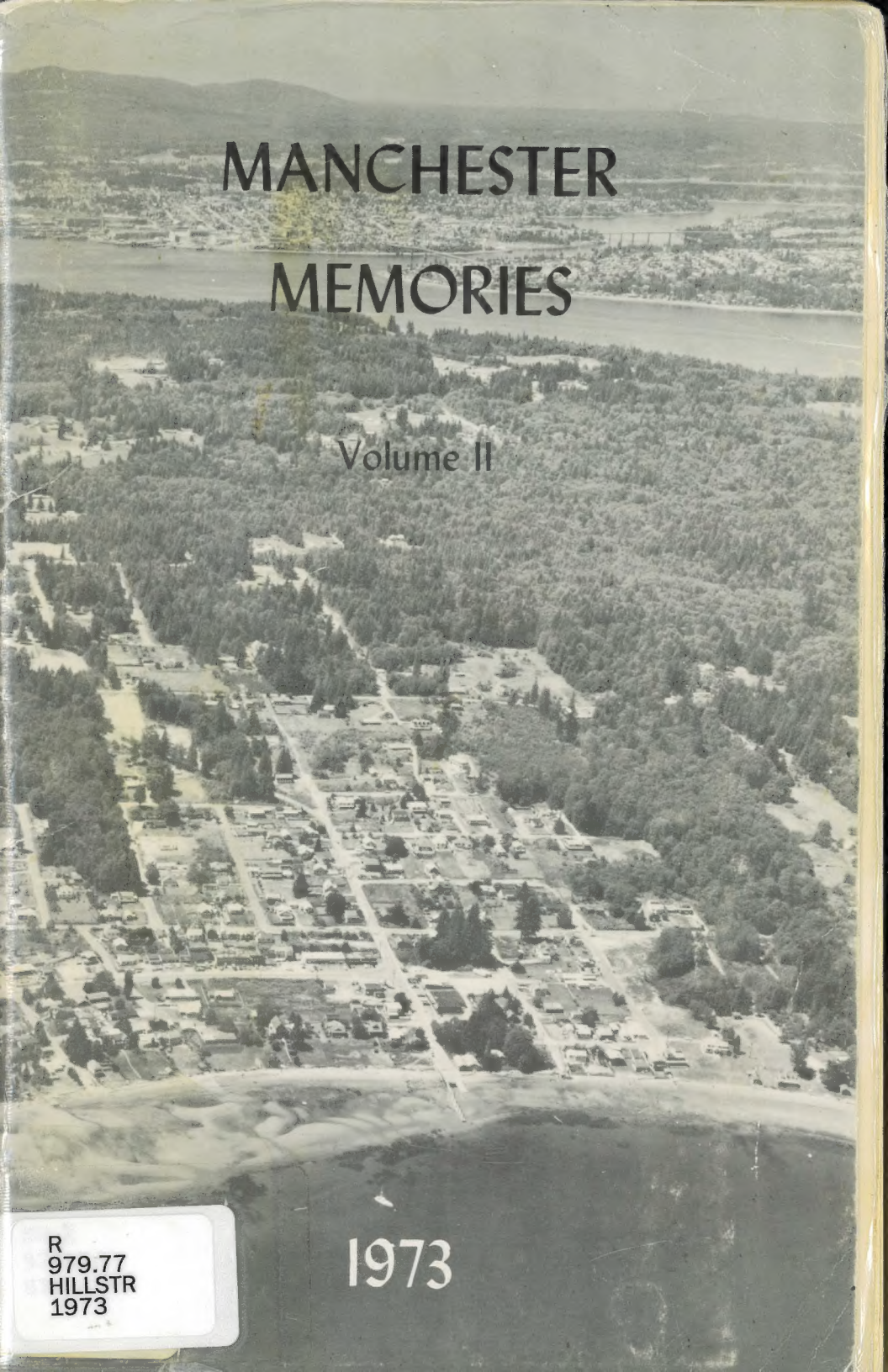
MANCHESTER MEMORIES

Volume II



1973

R
979.77
HILLSTR
1973

Kitsap Regional Library

MANCHESTER MEMORIES

NO CARD

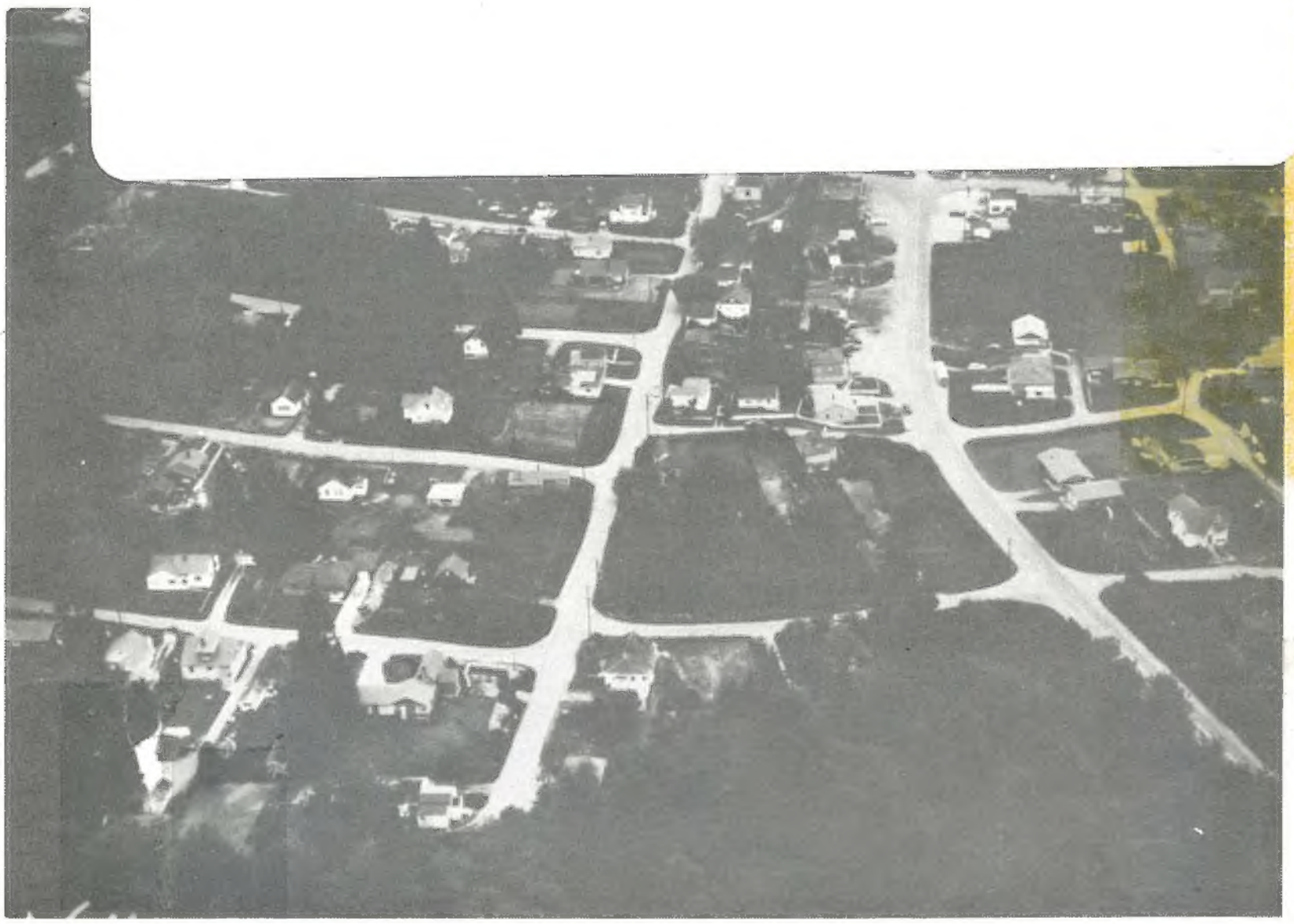
3 9068 00230188 7

Volume II 1975

MANCH

Bellerby

SEP 2 1 2005



Compiled and edited by Edith (Jones) Hillstrom
(aided and abetted by most of those mentioned herein)

Printed by The Art Printing Co., Gorst, Washington

Cover photo courtesy of Jim and Lillian Wilson,
Northwest Air Photos, Port Orchard, Washington

979.77
HILLSTR

We have lost so many of our good friends and neighbors in the past couple of years. Manchester does not seem the same without them. Some lived here a long time and some were here for a short time, but they were all a part of our "Manchester Memories" and we hereby dedicate this volume to them.

Pauline Albert
Howard Allen
Laura Berg
Wilhelm "Bill" Brehmer
John Burke
C. W. "Bill" Carlson
Bertha Carr
Lloyd Carr
Boone Chittick
Edward Christensen
Royal Denniston
Lloyd Dexter
Dan Drew, Sr.
Harry Elliott
Robert Fraser
Walter Giles
Henry Grothen
Margaret Hodge
Elmer Johnson
Marguerite Johnson
John Kelly
Frank Kelsey
Dorothy Lathrop
Memory "Newt" Lawrence
John McDonald
Eleanor Mercer
Katherine Merrick
William Minton
Bill Olney
Olaf Olson
Susie Owens
Lillian Randolph
Frits Scavenius
Clyde Shelton
Ben Swanson
Max Urback
Willis "Bill" Whitney

This booklet, as does the first volume, belongs to the people of Manchester. Permission is hereby granted to reprint portions thereof to all who will use it to honor Manchester and its people.

MORE OF MANCHESTER HISTORY
SERVED UP IN BITS AND PIECES

The Walters House — Burned in 1970
Property now owned by Richard Briggs.

The Kelly House — Now Bill McKivor's Duplex
Car was a red one belonging to Ted Wood.

Kitsap Regional Library

MANCHESTER DIVISION
NAVAL SUPPLY CENTER, PUGET SOUND

Courtesy: Jim and Lillian Wilson, Northwest Air Photos

EARLY HISTORY

The property on which the Manchester Division, Naval Supply Center, Puget Sound, Manchester, Washington, is now situated was acquired for the Army on 7 May 1898 under authority of Congressional legislation, Act 30, Statute 400. The Government paid $37,967.45 for this property, which consisted of 385.25 acres located in Kitsap County, State of Washington, on a site known as Middle and Orchard Points. The property was purchased for use as a military reservation to guard Rich Passage, the only deep water channel to the Navy Yard at Bremerton, which had recently been established.

TRANSFER TO NAVY

The Army installation occupied only a small portion of the area and was known as Fortress Mitchell. During World War I, it was used as a torpedo testing station. On 11 July 1924, the entire property was transferred from the War Department to the Navy Department. The Bremerton Navy Yard used the site for a short period during the '20s as a depot for the storage of surplus coal, an aftermath of the Navy's transition from coal to oil as standard fuel for Navy ships. Otherwise, the tract remained relatively inactive until 1941.

DEVELOPMENT OF FUEL FACILITY

As part of the Defense Program immediately prior to the United States' entry into World War II, the Navy began development of the southern portion of the property as a fuel depot for the storage of oil. Contracts covering installation of tanks and facilities continued for several years until a large underground storage facility was completed. This fuel facility (150 acres) was originally operated as an annex of the Bremerton Navy Yard, known as the Shipyard Annex. The first delivery to the new installation was that of diesel oil brought in by the USS Tippecanoe on 20 December 1941. On 18 November 1942, the facility became the U. S. Naval Fuel Depot, Puget Sound, Washington.

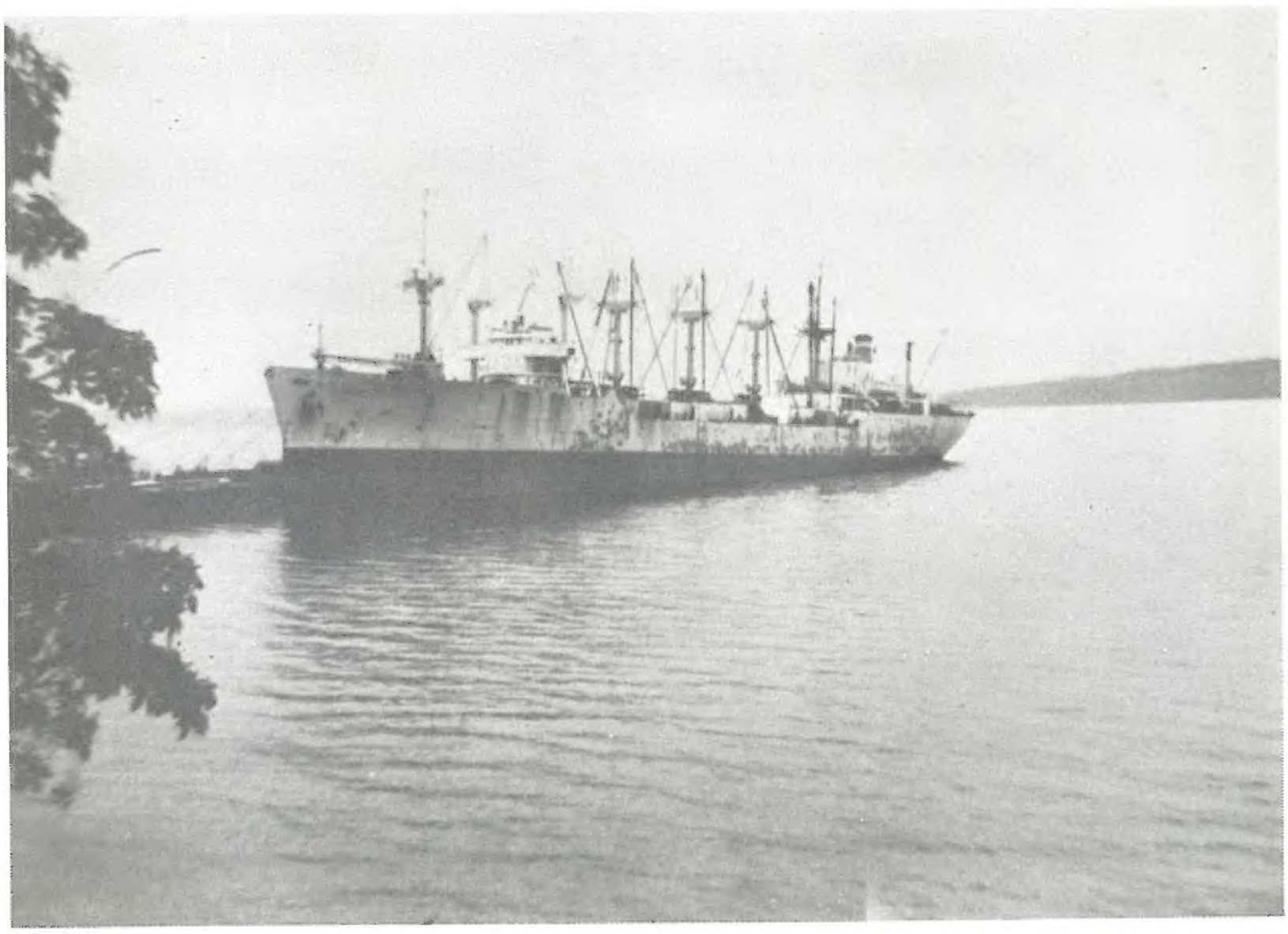
U.S. NAVAL STATION, MIDDLE AND ORCHARD POINTS, MANCHESTER, WASHINGTON

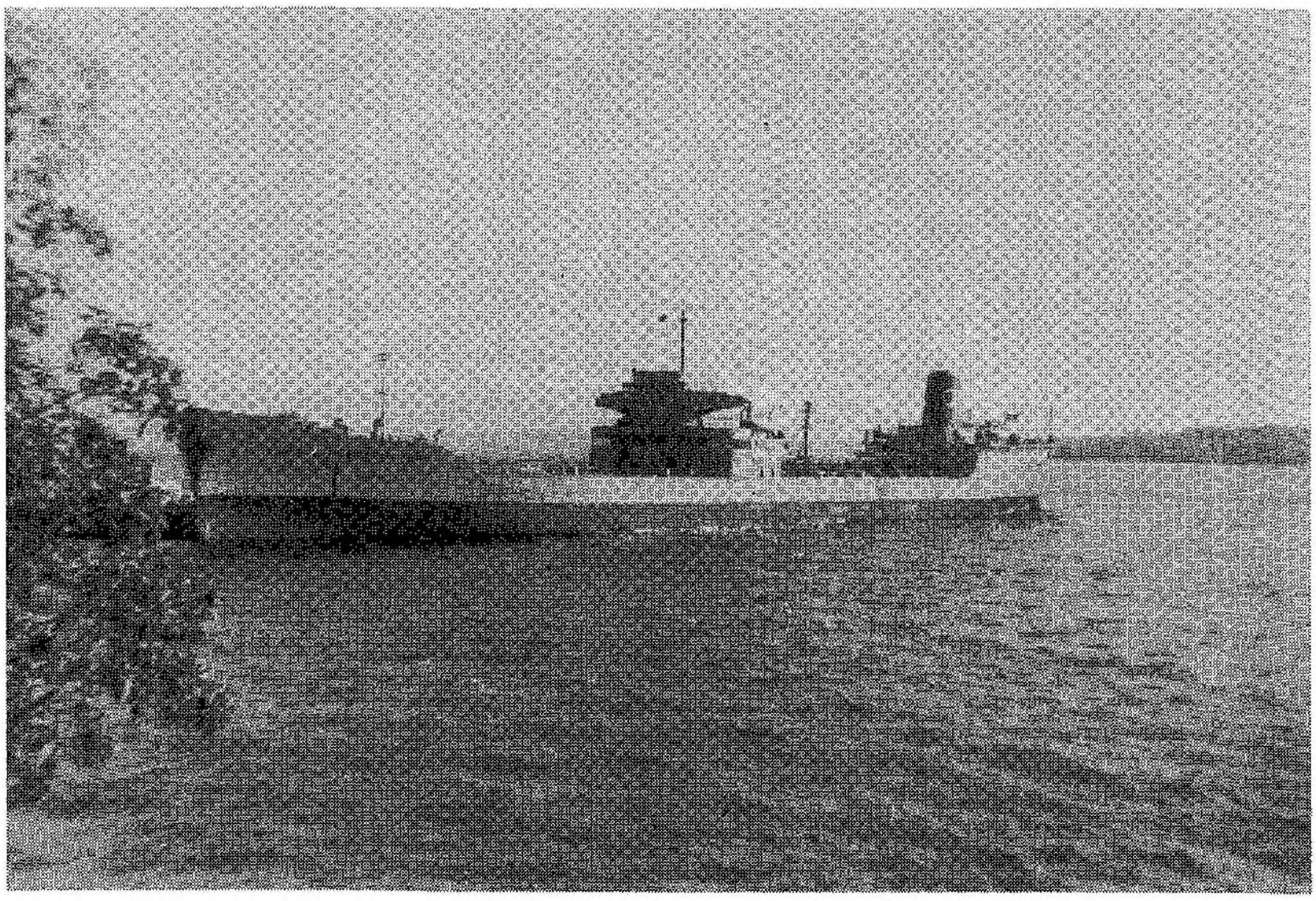
On 1 December 1942, the Secretary of the Navy grouped all activities on the property as one activity with the title of the U. S. Naval Station, Middle and Orchard Points, Manchester, Washington. At the peak of its operation, the Naval Station was staffed with approximately 400 military and 135 civilian personnel. During World War II, the following subordinate activities were established on the property:

June 1941—Naval Net Depot
August 1942—Fire Fighters' School
October 1943—The War Dog Unit (Coast Guard Detachment)
December 1943—Gate Vessels in Charge of Submarine Nets
April 1944—Naval Training School (Aircraft Carrier Gasoline System)

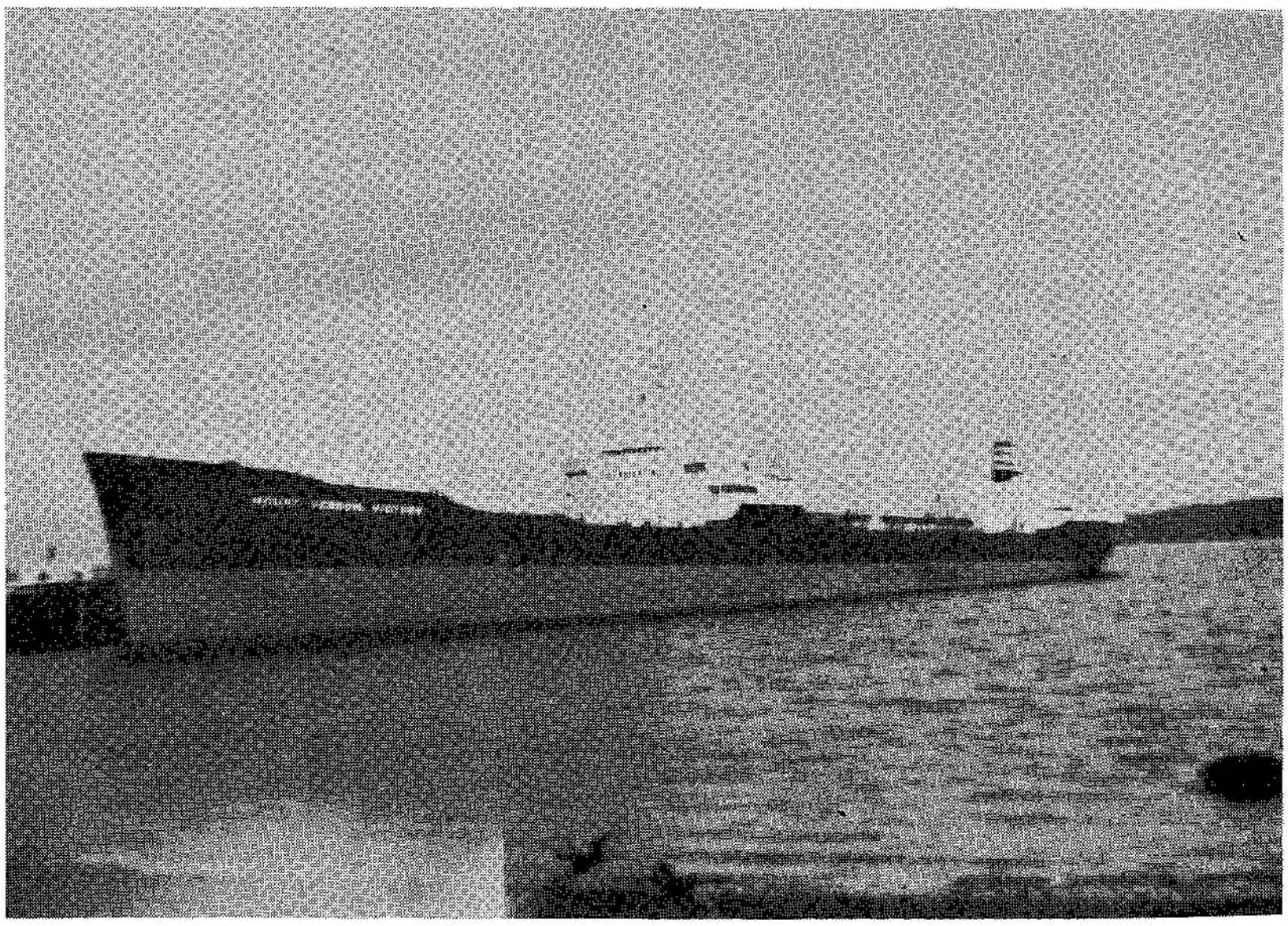
ACQUISITION BY NSD, SEATTLE

On 1 July 1946, the U. S. Naval Station at Manchester was officially disestablished, and the fuel facility became an annex of the U. S. Naval Supply Depot, Seattle. During September 1947, the organizational status was changed from an annex (a subordinate command) to a department of the Depot. On 1 January 1961, the fuel facility was designated as Manchester Annex, U. S. Naval Supply Depot, Seattle, Manchester, Washington.





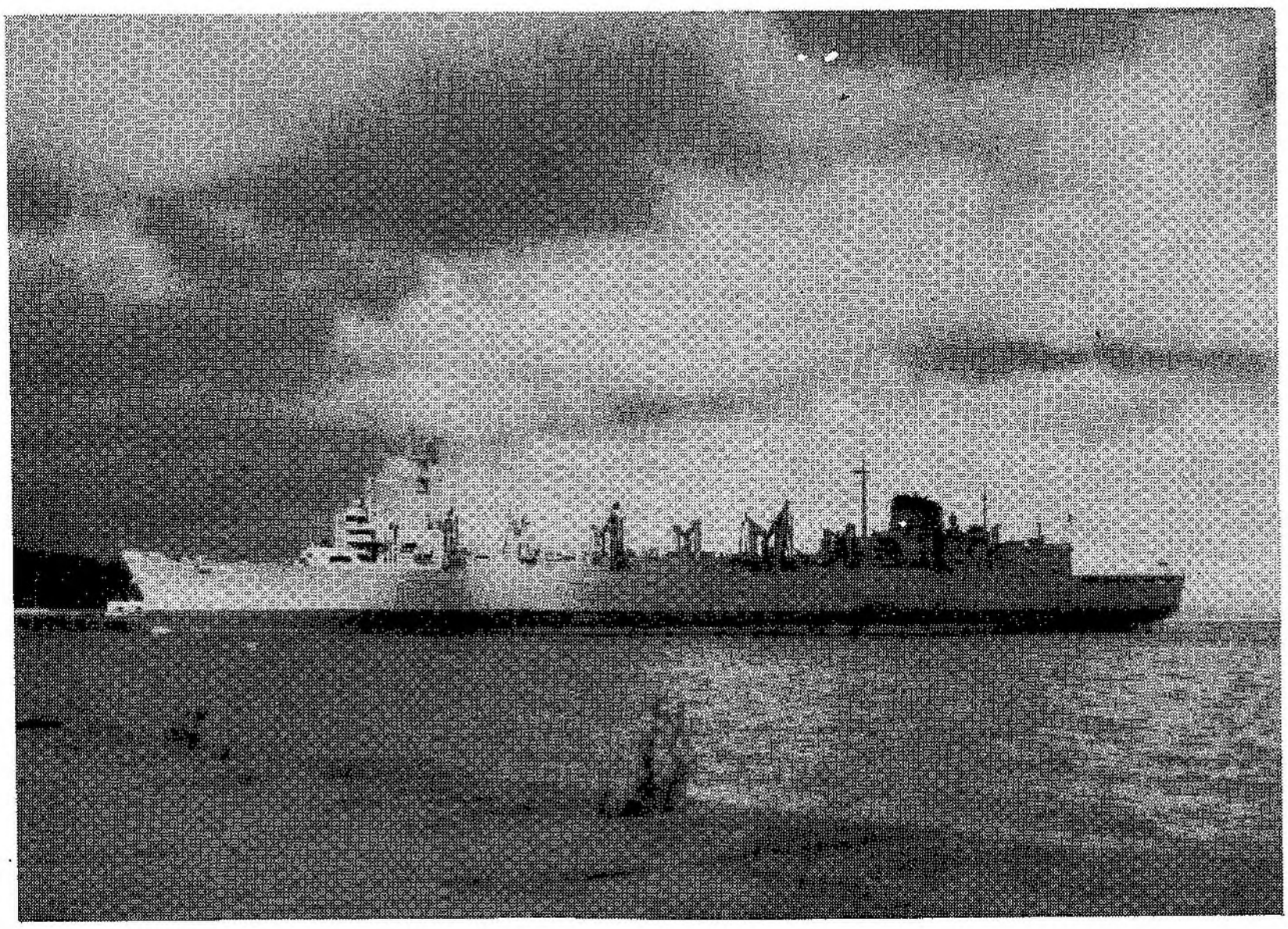
Cable Transporter



Mount Vernon Victory

NAVAL SUPPLY CENTER, PUGET SOUND

In October 1967, the Naval Supply Depot became the Naval Supply Center, Puget Sound, with headquarters in Bremerton, and the Manchester Annex was again renamed, this time the Manchester Division, Naval Supply Center, Puget Sound. The present mission of the station is to receive, store and issue bulk petroleum products for Navy units, shore stations and aircraft throughout the Puget Sound area. The Fuel Department employs 34 civilians and one military, and includes a fire department and a security force. Of special interest, the fire department provides fire protection service to the local community as well as to the Navy property. While meeting a variety of tasks, the Manchester Division personnel have been very aware of their responsibility to the local environment. Every effort is made to prevent pollution incidents, to minimize problems and to provide for containing and quickly cleaning any small oil spills that may occur. The Manchester Division, Naval Supply Center was nominated for the Secretary of the Navy Environmental Award for 1972 as the leading fuel depot in the area of pollution prevention.



USS Sacramento [*AOE 1*]

PROPERTY DISPOSAL

In recent years, approximately 150 acres at the Manchester Division have been declared excess to the needs of the Navy and turned over to the State of Washington, the Environmental Protection Agency, and the National Oceanic and Atmospheric Administration. In addition, the Navy leases a small tract of land at Manchester to Ocean Systems, Inc., a commercial firm engaged in aquaculture in Puget Sound.

GOOD NEIGHBORS

The Navy is proud of its relationship with the community of Manchester. In every respect, the Navy and the community seem to be good neighbors.

DOMSEA FARMS AND OCEAN SYSTEMS, INC.
MANCHESTER, WASHINGTON

TO MARKET, TO MARKET, TO BUY A SMALL SALMON

There are only six cities in the world where you can enjoy a new culinary delight—pan-size salmon, sometimes called mini-salmon or baby salmon, reared entirely in captivity from egg to harvest. If all goes well with the Puget Sound aquaculture enterprises of Domsea Farms, Inc., a subsidiary of Union Carbide Corp., this new gourmet treat could be available throughout the country and the world in a few years. Selected restaurants in Boston, Baltimore, Washington D. C., San Francisco, Los Angeles and Seattle have offered these young coho (silver) and chinook (king) salmon to customers and club members since shortly after the harvest began on 3 January. This is the ultimate test of an aquaculture project begun in November 1970 by Ocean Systems, Inc. (OSI) near Manchester, Washington. When each salmon goes into the oven or pan, onto the dinner plate and fork and into a man's mouth, the whole story of how it got there—after more than a year's toil by sea farmers, day and night, in cold rain and wind and ponds and tides and boats—is suddenly irrelevant, forgotten, unknown, or meaningless, as the customer's tongue, eyes, nose, and memory pass judgment on each morsel. The meat is the message. There is seldom a second chance. John G. Martin, a San Francisco food broker, said customer and chef reaction at expense account-type restaurants has been good. "These salmon are superior to trout, there's no real comparison. When they've both been on the same menu, the higher-priced salmon has outsold the trout by as much as five to one." Through Jon Lindbergh, OSI (an ocean engineering firm in Reston, Virginia, and an affiliate of Union Carbide) became interested in salmon aquaculture research being done by scientists of the National Marine Fisheries Service. When Conrad Mahnken, biological oceanographer, and Anthony Novotny, fishery research biologist, put some Minter Creek coho into some net pens floating in saltwater in July 1969, the fish already were one and one-half years old, but it took 20 of them to weigh one pound. By August 1970, however, they weighed one to three pounds each. During those 13 months their growth rate was as high as 3.3 per cent of body weight per day, and their food conversion rate was as low as 1.4 pounds of feed per pound of fish produced. On the basis of studies of these and other salmon, Lindbergh convinced OSI to begin a co-operative pilot salmon aquaculture project, with technical assistance from NMFS, to determine if a low-cost mode of large-scale farming could be developed. Could results as good as those in the floating laboratory be achieved on a commercial scale? The strategy was to raise enough fish so that questions and problems would arise and solutions could be found—but not so many fish that failures would be disastrous. OSI ran the pilot project to find the answers. Domsea Farms was incorporated in January 1972 to make salmon aquaculture work. Because of the life cycle of salmon, the pilot project naturally separates into four phases: incubation, freshwater cultivation, saltwater cultivation and harvest, and test marketing and analysis.

INCUBATION: 700,000 COHO AND 463,000 CHINOOK

After obtaining a permit from the State Department of Fisheries to purchase about 700,000 coho salmon eggs, OSI personnel, supervised by Novotny, took eggs and sperm on 9 and 19 November 1970, from ripe coho returning to spawn at the Skykomish Hatchery, located on May Creek, four miles east of Sultan and 40 miles northeast of Seattle. The eggs filled 51 plastic one-gallon jugs, and enough sperm was taken to allow one cup (one-half to two-thirds full) per gallon of eggs. Packed on ice, they were taken to the OSI hatchery at Beaver Creek near Manchester (a three-hour trip), where each cup of sperm was added to five gallons of eggs, allowed to sit for one minute, then washed, drained and split into two incubator trays. About 460,000 chinook fry were later added to this project. The chinook eggs were incubated and hatched at the University of Washington under the direction of Dr. Lauren R. Donaldson, famed selective breeder of salmonoids. No new technology was developed during the incubation phase. There have been

salmon hatcheries in the state since 1895, and perhaps more is known about hatchery rearing of salmon than any other species. Problems did occur, however, from faulty fertilization, siltation caused by heavy rains, low water temperatures, and saprolegnia (a fungus). Filtration, heating, and recirculation systems helped control the situation. By 15 January 1971, over 95 per cent of the surviving eggs had hatched. By month's end, the overall mortality was estimated at 36 per cent. From the original 700,000 eggs, about 445,000 coho salmon were still alive.

FRESHWATER CULTIVATION AT GLUD'S PONDS

On 6-7 February about 420,000 coho fry were transferred by truck from the hatchery at Beaver Creek to Glud's upper (south) pond—(Glud rhymes with food)—near Brownsville. Very few were lost in the transportation, but 100,000 were wiped out overnight by suffocation in floating nets at the pond. Two days later, transfer of 463,000 chinook fry from the University of Washington began. The fry, which were already feeding before the move, weighed 668 pounds and were hauled to Glud's lower (north) pond on 9-12 February. There were very few mortalities. These fish were produced from genetically selected spawners that were developed by Dr. Donaldson. For 20 years the chinook which he selected for spawning were chosen for maximum growth, disease resistance, fecundity, and early maturity. The state fisheries department permit authorizing the inclusion of these chinook in the project was to provide comparative data between Donaldson's chinook and the Skykomish coho. Both the chinook and coho were fed a dry salmon feed. Since metabolic rate of the fish lowers with a decrease in water temperature, the growth rate during February was slow. The food conversion rate by the coho was 2.3 pounds of feed per pound of fish produced, but for the chinook it was a very high 5.75. In mid-March the chinook diet was changed to a moist pellet. Their food conversion dropped to 2.98 for the month and their health improved. The best food conversion rate during the freshwater cultivation phase was by the coho in June, when 0.9 pounds of feed produced one pound of fish. How can a fish gain more weight than the food it eats? It can't. But because the weight of the food is a dry weight (about 4 per cent moisture) and the weight of the fish is a wet weight (much greater moisture), the ratio turns out less than 1:1. Indeed, food conversion of 0.8 is possible. The best food conversion by the chinook during this phase was 1.74 in April. Transfer of the chinook to saltwater began on 19 May, and the conversion rate for that month was 1.23. On 9 February an oil-fired heater with the capacity to deliver 20 gallons of heated water per minute into the coho pond was installed and began operating. At the heater's outflow pipe the water was 17 degrees Centigrade (62.6 degrees Fahrenheit) above the pond temperature, and the fish showed their preference for it by schooling in the plume. By mid-April the heater was unnecessary, but aerators had to be installed to maintain the necessary dissolved oxygen level. Several recirculation pumps and more aerators were added in May. The entire creek flow was now directed through the ponds. Four automatic feeders, installed in March, spread pellets and mash over the ponds every 15 minutes from dawn to dusk. Supplemental hand feeding in the corners of the chinook pond was required hourly. Disease and parasites were never a problem during the freshwater cultivation phase. On 29 April, almost six months after the project started, a $100,000 grant was made to OSI by the Sea Grant Program. It was an unusual grant in several ways. It was the first Sea Grant awarded solely to a private firm. It was awarded by and is monitored through the Northwest Administrative Service Office of the National Oceanic and Atmospheric Administration located in Seattle, rather than the Office of Sea Grant. Sea Grant requires matching funds at the ratio of at least two to one; i.e., the grantee must at least match every two Sea Grant dollars with one of his own. In this case, however, OSI is paying about three dollars for every Sea Grant dollar. The grant was made to aid in (a) rearing the salmon, (b) testing the product's marketability with NMFS assistance, and (c) providing information and guidance to federal, state, and local agencies on aquaculture principles, compatibility with other water uses, and possible modification of fishery laws to permit commercial salmon culture. As with all Sea Grant-sponsored research projects, a public report is being prepared and should be available sometime next fall. It will include the results of a study on the environmental impact of the project.

SALTWATER CULTIVATION AT CLAM BAY

"Assuming the water quality is good, the three most important factors in selecting a site for saltwater salmon rearing are water temperature, current flow, and storm protection," said Lindbergh. "The temperature should range between 6 degrees Centigrade (42.8 degrees Fahrenheit) and 16 degrees Centigrade (60.8 degrees Fahreheit). Continuous current flow is best. Occasional currents up to three knots can be tolerated." Mahnken added that adjoining land for support facilities is essential. "In fact very few sites are available that embody all of the desired combination of physical, biological, and social requirements for salmon farming," he said. Clam Bay has the necessary characteristics. When can chinook and coho be put in saltwater with little risk of mortality? The critical factor is not age or season. Apparently it is weight. When a chinook reaches about five grams (0.17 ounces), its organs, particularly the kidney, are sufficiently developed to make the biological adjustments that all anadramous fish make at smolt size when they migrate to sea. For coho the minimum weight is 15 grams (0.5 ounces). The early introduction of these fish into seawater is one of the unique aspects of this project. Within four months after the hatch, the chinook were ready for transfer. Some coho were ready in six months. Lindbergh feels these times can be shortened to three and five months, respectively. Another unique aspect of this project is the use of large floating net pens. Lindbergh listed five advantages: Free flowing tidal water currents are used to bring dissolved oxygen into the pens and to flush out metabolic wastes; pumping power is unnecessary. Net pens are resilient and yield with the currents. Net pens are a low capital investment facility in comparison with fixed structures and diked ponds. Water temperatures are relatively constant, without the sharp variations characteristic of pond cultivation, due to the large thermal mass of Puget Sound. Net pens are moored and therefore only semi-permanent; their installation and use causes little change to the environment. Fish transfers to Clam Bay between May and mid-August were made to temporary floating nets alongside the Brown Bear. The main 100'x24' platform for holding the four main floating net pens in the middle of the bay was launched and anchored on 15 July. The fish were moved into these in late July and August. Some 395,000 chinook were trucked from Glud's Ponds to Clam Bay in 35 trips. An additional 7,000 were given to NMFS for experiments or release. Losses at the pond due to handling and sorting were 1,170, and another 10,000 were purposely released to migrate downstream. Draining the pond into the creek flushed another 1,000 downstream. Only about 900 chinook were lost in transportation to Manchester. Although the fish were in excellent health, they did weaken from the stress of the move, and the first attack of Vibriosis occurred. "Vibrio" is an infection caused by any of several strains of bacteria always present in saltwater. Salmon most likely will succumb to it during periods of high temperatures or stress. About 19,500 chinook died from the disease between 8 and 23 June. Mortalities were averaging 1,740 per day when the fish were put on a medicated diet of terramycin-treated food. The trend reversed in three days. Vibrio struck again between 29 June and 8 July and was quickly controlled. Dead chinook: 24,826. It was decided that in all future transfers a prophylaxis treatment of terramycin-spiked food would be used prior to and after the move to saltwater. This was done when the chinook were transferred to the main net pens in the middle of the bay between 23 July and 12 August, and very little disease broke out. But scale loss during handling, which causes loss of body fluids, combining with water temperatures above 14 degrees Centigrade (57.2 degrees Fahrenheit) to contribute to 33,632 chinook mortalities. Many of these dead sank to the bottom of the nets, attracting dogfish sharks. While eating the mortalities, they chewed holes in the sides and bottom of the nets. Divers took three female dogfish, 2½ to 3½ feet long, from one pen on 26 July. Their stomachs contained 58 chinook. Five days later they took another four. That these predators ate a lot of salmon was a problem in itself, but a few dogfish could never eat as many fish as could escape through those holes. By 2 August a shark protection net was placed around the pens, providing two to five feet separation between the inside and outside nets. On that same day a freezer capable of storing 10 tons of frozen moist pellets arrived. Various combinations of diets were tried during the saltwater cultivation phase. By 31 August all the coho,

too, had been stocked in the main saltwater pens. About 3,000 were given to NMFS for release in Beaver Creek, 280 were lost in handling at Glud's Ponds, and 9,000 migrated downstream. Only 10 were lost during transfer operation, but 3,000 died in adapting to sea water. Novotny monitored fish diseases throughout the project. Vibrio and Furunculosis are the most common pathogens present in these waters, but only Vibrio was of consequence. Kidney disease was a minor factor. An occasional external parasite, Argulus, was found. On the last day of August there were 260,610 surviving coho and 274,920 chinook. September was excellent. Only a few hectic periods upset the normal aquaculture routine. The average water temperature, 12.2 degrees Centigrade (54 degrees Fahrenheit) was near optimum for both species. The coho and chinook doubled in weight and size. Handlers fed the coho only dry food, and they converted every 0.955 pounds of it into a pound of fish. Some chinook ate dry food but most were fed moist food; their food conversion rate was 1.03. Only 3,470 chinook (1.26 per cent) and 2,917 coho (1.12 per cent) died. Any greater death rate is suspicious. A large population of piling perch and sticklebacks took residence below the raft between the pens. Divers inspected the bottom beneath the pens twice a week for signs of sediment and wasted food deposits. There were none. September's major problems were the inadequate anchoring system and the bird predator nets. Everywhere these aerial nets dipped into the water, they gilled fish. Over 100 coho died this way before 7-foot masts were installed on the main float and the nets were suspended from them to angle down to the outer perimeter of the pens. However, this configuration also needed improvement. In October the coho again doubled their weight and size, despite falling temperatures. Their food ration was reduced slightly to compensate for lower metabolism and maintain the food conversion rate. It worked—the rate was 0.992. But Vibrio hit the chinook again. After seven days on medicated food, they refused to eat more. They then were fed their regular, untreated diet, but for three days they fed poorly and slowly. Finally, on 25 October, they were switched entirely to dry feed. For the first time, the chinook dropped behind the coho in size. The monthly body count: dead coho 796, chinook 2,600. Planning began for the winter harvest. By this time, however, wild salmon were entering the state's rivers and streams. It was time to take eggs again if OSI wanted a harvest in 1972-73. To wait for the complete analysis of the pilot project would cause a year's delay. OSI decided to expand the venture with a crop four times as large as the first year's. Two million coho eggs were purchased from the Skykomish Hatchery in November and placed in a newly built hatchery at Glud's Ponds for incubation. Then in December, Jim Eagleton, fisheries biologist and production manager, discovered a tear in the southeast coho pen at Clam Bay. About Christmastime a 9"x12" hole developed at a stress point in the net near the surface. Coho are surface feeders. An estimated 70,000 escaped. Coho harvest began on 3 January 1972. A pumping and grading system was abandoned after less than two weeks because of excessive scale loss and bruising. The harvest continued by hand. The total coho count is expected to be about 150,000 fish or 75,000 pounds. Chinook harvest should equal that. It begins in mid-April and should continue through May.

THIS LITTLE FISH WENT TO MARKET

Test marketing of pan-size coho salmon began at the request of Mahnken and Novotny, according to Arne E. Einmo, fishery marketing specialist with NMFS in Seattle. "In July 1970," said Einmo, "we took samples to major marketing areas—New York, Boston, Baltimore, Washington D. C., Tampa, Minneapolis, Los Angeles, San Diego, and Seattle—and we asked questions about the fish. What size should they be? Should they be dressed, heads on or off, fileted, boned or what? What was the best flesh color? What price would firms pay for the fish?" He said NMFS polled 27 brokers, wholesalers, retail chain buyers and merchandisers, chain restaurants, gourmet seafood restaurants, and airlines. "All but one were enthusiastic, and verbal commitments were made for about 300,000 pounds," Einmo said. As a result, Domsea salmon are eviscerated, dressed heads-on and either fresh or frozen. Marketing is under the direction of Don Mowat, broker at

Swiftsure Fisheries, Inc., 3440 E. Marginal Way S., Seattle, Wash. 98134. Mowat said he's satisfied with the reception of the fish, although it has been on the market only three months and the demand for it is still being created. "The best reaction has been in San Francisco," he said. "We've tried to concentrate on the middle to upper class restaurants. Some buyers are very enthusiastic and have creatively pushed the product. Others, to whom a salmon is a salmon, have not. However, many persons don't compare the Domsea salmon with full-grown salmon," Mowat said. "They compare it with trout. But this is not trout. It's a baby king or silver salmon, far superior to trout in appearance and flavor. It belongs in the expense account market, not in the local supermarket." John Martin, San Francisco food broker, agrees. He said the movement of the product there has been steady and good, although they have not publicized it much because so far the supply of fish is too limited to meet the demand they could create. Art Davis, chef at a leading restaurant at Fisherman's Wharf in San Francisco and president of the Chef's Association of the Pacific Coast in 1970-71, said his customers' reaction has been very good. "They come back to order it again," he said, "and they bring friends to try it, too."

WHAT'S NEXT IN SALMON FARMING?

Dr. Timothy Joyner, who heads the NMFS research on the Brown Bear, said the next steps in salmon aquaculture research should be in developing brood stock, controlling disease, and improving nutrition. Mahnken said the technological problems facing aquaculture are the lack of control over predators, disease and viruses, and cannibalism, the ignorance of the species' life histories, and the absence of specific criteria for the selection of species and sites. But Mahnken believes that the most serious threats to aquaculture development are "vigorous competition for use of the coastal zone and the ever-increasing problem of water pollution." Domsea Farms, Inc., was formed to carry on the aquaculture work begun by Ocean Systems. Lindbergh is now a vice president and director of Domsea, and Frederick E. Naef is the general manager. Naef said the firm's initial operations are concentrated on salmon in Puget Sound, but long-range plans are to expand into other species. He said that while Domsea has to deal with about 19 federal, state, and local institutions to operate in Puget Sound, this state is "head and shoulders above others," in terms of receptivity towards aquaculture. Domsea now has a new site in Clam Bay nearer Orchard Point where a larger net complex was anchored on 1 March. The four new net pens are 75'x75' each. The 700,000 chinook now at Glud's Ponds will reach smolt size in mid-April. Some 1.5 million coho will follow in late May. Harvest is planned to begin in October. Naef stressed that 1972 operations are not merely a repeat of the pilot project. "Domsea is still testing. This year's crop is four times as large as last year's, and no one has ever raised that many salmon before." Naef hopes Domsea can eventually develop a system of year-round harvesting of different salmon races, species, or hybrids that reach market size at different times. Perhaps by then anyone, any day can go to market, to market, to buy these new salmon.

—Reprinted from Pacific Northwest Sea
Winter 1972, Vol. 5, No. 1, pp. 3-8, 12, 13

Chinook and Coho in Floating Pen

CIVILIAN DEFENSE BLOCK PLAN — WORLD WAR II

Lieut. Jessia Milford — Sector 3, Manchester

Block Leader Amie Jones	Beach at Government property to Osborn Road, Beach and Waughop's Cabins.
Block Leader Myrtle Hamm	Beach from Osborn Road to and including the Daniels' large place.
Block Leader Alice Sundstrom	Daniels place to and including north side Main Street and through to include east side county road.
Block Leader Helen McWilliams	West side county road from Main Street north to Clam Bay and Government property.
Block Leaders Theodosia Headding and Lucy Mills	North side Main Street beginning at Headding's Street west to east side of Alaska and north to end of Alaska.
Neighborhood Leader Elsie Griffin	West Main Street beginning at Alaska continuing to Texaco Road including east and west side one-half mile out on Alaska and California south of Main Street. Including Griffin Road north of Main Street to boundary line or end of road. Including school and church vicinity and west side of Alaska to end of Alaska.
Block Leader Ruth Frey	Sitterly Lots including east and west side of county road north to Main Street including south side of Main Street west to Alaska.
Block Leader Annie E. Dow	Manchester Junction along state highway south to Milford's (Lot 13) including east and west side of highway.
Block Leader Lewis C. Hart	From south boundary line beginning at Hershey's (Lot 29) along beach to Manchester Grocery including south and north side of Old Inn Road.
Block Leader Mattie M. Nilson	Beginning at junction north of Clam Bay and Government property including west side of county road north to boundary line laying west of Wautauga Beach Road including west boundary line of Waterman (short cut road) back to junction.

MANCHESTER ON THE SOUND

Here in beautiful Manchester,
Seagulls graceful, sail the flood.
Listening to the grand orchester,
Birds and brooklets charm the wood.

Tourists, by the early daylight
On the seashore, dig the clam.
Where the creek leaps from the hillside,
Watch the Beaver build its dam.

Near the beach, kingfishers hover,
When the evening sun has set.
Softly under mossy cover,
Sleeps the Dogtooth Violet.

To Olympic's scenic fountain,
Tourists come from near and far,
In the shadows of the mountain,
Watch the rising evening star.

Silvery white, the star beams falling.
In the twilight, bats take flight.
To its mate the Owl is calling,
Through the stillness of the night.

Here in beautiful Manchester,
Mount Rainier's majestic dome
Looms near by in radiant splendor.
Whispering sea waves greet your home.

—Nicholas Schmitt
Written about 1925
—Read at Dedication of Ferry Dock
—Permission to use in any way we wish granted by Mrs. Russell Winslow, daughter of Mr. Schmitt
—Read again at Opening Ceremony of Manchester Centennial

MANCHESTER CIVIC ASSOCIATION

This organization was formed in 1946 to promote among individuals and organizations in this community an understanding of the common needs, and, through collective effort, to find ways and means of satisfying those needs. This organization was very active for quite some time. Many were the community entertainments and parties given, best remembered perhaps were the Christmas parties. The group bought eighteen lots on Hemlock Street and cleared land with the object of building a clubhouse and community playground. These aims were destined not to be carried to completion due to lack of financing such a large project in such a small community. The first president was Bob Tripp, secretary Marjorie Endsley and treasurer N. E. MacLay. Families who took active part were those of Wildman, Fuller, Todd, Cushman, Headding, Rowan, Pedersen, Dagnie, Halvorsen, Davis, Mills, Olund, Morgan, Bornemann, Stewart, Marsh, Sumoskis, Erdman, MacDonald, Schubert, Nelson, Kelley, Dietz and Terrell. The association sold the lots and rented the Manchester school and continued to hold meetings and sponsor community parties until lack of cooperation gradually caused the group to disband. Many are the fond memories of these functions. Manchester needs another group such as this one to keep its young people busy and the older folks entertained.

Rose Bond and T. V. Allen

Cub Scouts—1948

Mike Price, Errol Whitcomb, Mike Tripp, Bill Ballard, Morris Pedersen and George Price, Scoutmaster.

Cub Scouts—1948

Danny Scrivner, Mike Tripp, Roy Olund, Bill Ballard, Errol Whitcomb and George Price, Scoutmaster.

The Cub Scouts visit Point Defiance Park

Ted McDonald, Errol Whitcomb, Darr Johnson, Morris Pedersen, Mike Price, Kitty Hovgaard, Mary Galpin, Bill Ballard and Merab Ballard.

The Brownies—1951

Doris Rath, Nan Vickery and Merab Ballard; Marilyn Tripp, Leslie Jones and Ellen Brooke; Nikki Cuplin, Mary Galpin and Georgia Dodeward; Carol Rath, Georgia Brooke, Judy Vickery, Marcella Carlson and Joyce Lil.

Sherman Heights road
ges, members of
f district judges

Albritton Sea Scouts—Fuel Branch
Eric Cisney, John Endsley, Errol Whitcomb, Michael Price, Rusty Brown, Greg Fessler, Russell Brown [leader], Pete Endsley, Dick Rice.

Ethel Glenham with others at the Days of '49, September 1948

Sherman Heights road.
lges, members of the Cross-
d district judges

garden clubs, were Mrs. Ray Com-
stock, Mrs. Eugene Sherwood and
council of Mrs. F. M. Phifer. Jaycee

Al Vivian served as
The Wiley home
member been entered in the

UNTY'S BEST—The George O. Wiley home near
nchester, with a handmade merry old St. Nick and
ideer, was announced the best yuletide decorated
ne in the county today. Although difficult to photo-
graph because of numerous colored
took first place on the basis of
The home is at Port Orchard Rte. 1,

The George Wiley Home
They often walk off with the honors during the Christmas season.

April 1965—Earthquake
The Manchester Variety Store suffered, as did many other businesses and private homes.

Some of Manchester's young people are helpers—Jeff and William McArthur serve punch at Salmon Bake—September 17, 1972.

Others prefer to be on-lookers—Theodore Blahm and Ricky Johnson, Salmon Bake—September 17, 1972.

Our present neighbors from Blake Island work on the Manchester Dock—Walt and Beverly Lucas.

Neighbors of long ago still remember their Manchester friends—not only at Christmas, but always—Elwood and Irene [Sigurdsson] Stanton, of Seattle.

MANCHESTER'S CENTENNIAL CELEBRATION AND THE EVENTS LEADING UP TO IT—1971

OUR FIRST BIG SALMON BAKE—September 27, 1970

Salmon and French bread baking next to Dock

Can't hardly wait for it to get done!

UNLOADING SUPPLIES AFTER PANCAKE FEED AT TODD'S CAFE—October 11, 1970

Augie Ciu and Bob Parks

Alma Ciu and Marsha Van Cleef

BAKE SALE—May 1, 1971

Thelma Bachand and Kathy Nungesser watch Robin Williams make a sale to customer, Ethel Olund.

OUR MANCHESTER ROYALTY — May 1, 1971

Lady Robyn Dagnie, Lady Robin Williams, Little John Bob Irish, Maid Marian Sue Ward, Robin Hood Jim Van Cleef, Lady JoAnn Edwards and Lady Jacki Barto.

Ladies in Waiting: Tawny Briggs, Lori Williams, Geretta Edwards and Tamera Briggs.

SECOND SALMON BAKE — June 6, 1971

Harold Rainier, hard at work.

Leonard Costello is dubbed Official Greeter and given giant-sized Key To The City. Lady Robin Williams, Leonard Costello, Maid Marian Sue Ward and Robin Hood Jim Van Cleef.

Edith Hillstrom in tears after having been crowned unofficial queen by Maid Marian and her court—Lady Jacki Barto, Lady JoAnn Edwards, Edith Hillstrom, Lady Robyn Dagnie, Maid Marian Sue Ward and Lady Robin Williams. *—Photo: Courtesy Port Orchard Independent*

LINING UP FOR PORT ORCHARD'S PARADE
FATHOMS O' FUN—July 3, 1971

Banner Girls: Geretta Edwards, Tamera Briggs, Nancy Irish, Tawny Briggs and Lori Williams. Banner made by Janet Brehmer.

Float made by Pete Summerill with a few helpers. Jim Van Cleef as Robin Hood, Sue Ward as Maid Marian, Mary Van Cleef, young lady.

Mike Warren as Friar Tuck

David Summerill as The Sheriff of Nottingham driving car made by Archie McBeth and decorated by Pete Summerill and helpers.

MANCHESTER CENTENNIAL
(1871 - 1971)

Saturday, July 17 -

Opening Ceremonies (Dock area)	10:00 a.m.
Bus Tour (Absolutely no smoking)	10:30 a.m.
Bus Tour (Absolutely no smoking)	2:30 p.m.
Deep Sea Treasure Hunt	5:00 p.m.

Sunday, July 18 -

Sunday School	9:45 a.m.
Church Services	11:00 a.m.
Pot Luck Dinner and Hymn Sing	1:00 p.m.
(Bring pot luck dish and table service)	

All Day Every Day All Week -
Fishing derbies, art show, games, contests, special events, tournaments as announced by the Town Crier.

Friday, July 23 -

Street Dance and Special Entertainment	9:00 p.m.

Saturday, July 24 -

Parade of Children and Pets	Noon
Hare and Hounds Race	4:00 p.m.

Sunday, July 25 -

Sunday School	9:45 a.m.
Church Services	11:00 a.m.
Old Settlers' Picnic (Dock area)	Noon
(Bring your own picnic lunch)	
Presentation of Awards and Trophies	8:00 p.m.
Fireworks	Dusk

The above schedule is a very brief outline of the celebration planned for Manchester's 100th birthday. Your admission price for the entire week is one 50¢ ticket, which is good for all events.

HAPPY BIRTHDAY
MANCHESTER

Robin Hood.....Jim Van Cleef
Little John.....Bob Irish
Friar Tuck.....Mike Warren
Sheriff-Of-Nottingham...
David Summerill
Deputy...Mike Summerill

Maid Marian.....Sue Ward
Ladies of the Court.....
JoAnn Edwards
Jacki Barto
Robin Williams
Robyn Dagnie

OPENING CEREMONY—July 17, 1971

Sea Cadets: Greg Cox, Rick Veich, Walter Haynes, Rusty Heraux. Junior Royalty: Robin Johnson and Mary Van Cleef. Onlooker: Jeff Johnson. *—Photo by Jim Walters, Port Orchard Independent*

Jacki Barto, Barbara Morin, Robyn Dagnie, Robin Williams and Kathy Nungesser. Archie McBeth behind the scenes operating sound equipment. *—Photo by Jim Walters, Port Orchard Independent*

Loading one of Lee Barto's buses prior to the trip to the Manchester Fuel Depot and the "fish farm" of Domsea, Inc.

—Photo by Jim Walters, Port Orchard Independent

Jacki Barto, Miss 1871

Barbara Morin, Miss 1971
The "Brown Bear" in the background.

A group of Manchester ladies listen as "fish farming" is explained. Edith Bowen, Thelma Bachand, Theo Headding, Ethel Olund, Louise Pedersen, Ann Haynes, Vickey Olund and Frances Vannorsdel.

Deep Sea Treasure Hunt—Manchester, July 17, 1971

—Photo by Jim Walters, Port Orchard Independent

Mike and Carolyn Edwards view Art Show during Centennial.

—Photo by Jim Walters, Port Orchard Independent

Robin Hood, Jim Van Cleef, and Maid Marian, Sue Ward, lead off Children's Parade July 24, 1971.

Cindy Smith and Nancy Noble help get Martha and Theresa Noble ready for parade.

Karl Nungesser

Gary Whitcomb with his slug on a pillow.

Anita Grant with her goose, Norman.

Pioneer Girls: Carolyn Gilbert, Cathy Warren, Kathy Nungesser, Shirley Summerill [leader], Beth Webb, Debbie Webb, Karen Forsmark, Sharon Frederick, Bernice Crosswaite, Shannon McLaren, Sharon Webb, Kara Summerill and Robin Pedrick.

Luanne Brehmer and Mike Weaver with their circus wagon.

Jeanie Grant on "Best Float" pulled by brother, Troy.

Dawn Aldenderfer with her guppy.

MORE ABOUT THE FAMILIES

Anne and Gilbert Costello — Their second wedding day.

George and Freda Wiley — Anne and Leonard Costello
Days of '49 — Port Orchard

THE LEE BARTO FAMILY

Lee and Alma Rae Barto, with their two sons, Bill and Jim, came to Washington in 1954 from Kansas City, Missouri. In 1957 their daughter Jacki was born and they moved into the old Clements place in Manchester. Lee worked as a welder in Puget Sound Naval Shipyard and drove a commuter bus to and from the yard until 1965. At that time he purchased the Cherry Stages Bus Line and increased the commuter bus service from Manchester to Bremerton to three buses. Besides maintaining the buses, he works as a Security Guard at the Manchester Fuel Depot. The boys attended Marcus Whitman Junior High and South Kitsap High School. Both of them are now married. Bill is living in Montana. Jim will be graduating from Eastern State College where he was recently named to the summer quarter honor roll with all-A grades in senior accounting. Jacki is a freshman at Marcus Whitman, and studies piano with Cara Scavenius. This is a beautiful place to live. Having been raised in the midwest makes you appreciate the cool summers, the blue water, and the green trees of the Pacific Northwest.

The Cherry Stages

THE DICK BENSON FAMILY

Dick Benson married Nancy Nelson a few months after she graduated from high school. They lived in Bremerton for two years and then moved their house trailer to Manchester, which is Home Sweet Home to Nancy, daughter of Donn and Gladys Nelson. Three years later they moved to Treasure Island in Mason County. Dick is presently building their home. The house trailer sold much faster than they planned and they found themselves living like pioneers . . . no doors, no windows, just the shell of a house . . . no indoor plumbing, no water. Fortunately, water was nearby. The first winter was snowy and the coldest in years. They had only a fireplace for heat . . . it made for a very close family as they huddled around the fireplace that first winter at Treasure Island. The Bensons have a daughter, Lori, who is in kindergarten and are anxiously awaiting an adopted boy. Dick worked at Puget Sound Naval Shipyard for nine years and is now working at Bangor.

THE BERTHA CARR STORY

Bertha was born in Colby, Washington. She worked as a mail order clerk for Sears Roebuck in Seattle for 20 years and lived in the Ballard District. She moved back to Kitsap County and lived the last eleven years of her life in Colby, Manchester, Southworth and Bremerton. She worked for awhile at the Miracle Mart in Manchester and married Lloyd Carr, who passed away about seven months after their marriage. Bertha was a member of the Bremerton First Christian Church and the Manchester Improvement Club. Bertha passed away in March 1972 leaving behind her a son, Donald M. Kyle of Seattle; a twin sister, Lena Sandahl of Bremerton; two other sisters, Mrs. Edward Richardson of Manchester and Mrs. Albert Hill of Bremerton; and a brother, Nels Jonsen of Southworth.

THE BOONE CHITTICK FAMILY

The Boone Chittick family, Boone, Maude, and sons Arden and Eldon, came to the Colchester area in June 1951 from the Yakima Valley. There Boone had been a law enforcement officer for 15 years (three years in the service—World War II), and Maude had taught school in Sunnyside and Toppenish. Boone worked for the South Kitsap School District for five years, then sold insurance for a few years. In 1961 he started work with the Post Office Department as a rural carrier out of Port Orchard, and continued on Route 6 until his death, July 21, 1970. Maude started teaching at Marcus Whitman Junior High School in Port Orchard in 1956, and has continued to date. Arden and Eldon attended South Kitsap schools, and both graduated from South Kitsap High School.

When Arden was in high school he worked for Bill Bunger in his grocery and feed store in Manchester, before and after the fire. Later he worked for TB&M in Port Orchard. After attending the University of Puget Sound for two years, he entered the service as a Naval Air Cadet and received his commission in the Marine Air Service. He spent six years in the Marines, four years as a fighter pilot. After discharge from the service in 1962, he continued his University training and received a B.A. degree from Washington State University. He then re-enlisted, joining the Coast Guard, Division of Air-Search and Rescue, and flew rescue aircraft in California and Alaska areas for five years. At present, Lieutenant Commander Chittick is Deputy Group Commander, Group New York, in charge of Operational Coast Guard Units and Stations in New York Harbor. He was married in 1960 to the former Nina Sorensen of Copenhagen, Denmark. They have two children, Kyle and Kirsten, and their present home is on Governors' Island, New York.

Eldon worked for Jean Prichard in his service station, and at Park's Furniture in Port Orchard during the two years he attended Olympic College in Bremerton. He received his B.A. degree from New Mexico State University, and a Master's Degree in psychology. For five years he was associated with firms in Canada as an industrial and counseling psychologist. He is now Supervising Psychologist at the Gateway Mental Health Center in Pocatello, Idaho. Eldon was married in 1962 to Carlene Lively of Chama, New Mexico. They have three children: Sharla, Denny, and Shawna, and live at Blackfoot, Idaho, near Pocatello.

Boone Chittick

The Boone Chittick Family

CAPTAIN GEORGE CLEMENTS

Captain Clements no doubt remembers that day in October 1941 when he ran into a boom of logs during a dense fog. He was on his way to Seattle with the ferry Rosario. Captain Clements attempted to back out but gave up when he discovered that several of the logs were under the keel and he was taking them with him. He blew a call for help, but with so many whistles from other fog-bound craft, no one paid attention. Eventually the ferry was freed and proceeded on her way. Everyone was relieved thinking their troubles were over, but just as Colman Dock loomed up out of the fog and Captain Clements blew the landing whistle the engine went dead. There the Rosario sat, in the fog, helpless with no power, right in the path of incoming ferries with no way to warn them. The Klahanie, coming in from Bainbridge Island, missed the Rosario's stern by inches. Two unidentified fishermen came to the aid of the helpless Rosario and rowed toward shore with the heavy tow line as the Rosario started drifting out into the fog again. The fishermen were successful in reaching the dock with the tow line and the anxious passengers lent a helping hand to the Rosario's crew and pulled their boat to the pier just north of Colman Dock. A small gas boat then took over and pushed the Rosario into the pier. The relieved passengers landed about an hour and a half overdue. Captain Clements will no doubt long remember that trip, and so will the passengers and crew who shared it with him.

The Clements House

Fauntleroy-Manchester-Harper

SCHEDULE 196 EFFECTIVE JULY 1, 1949

Lv. Fauntleroy	Lv. Harper	Lv. Manchester
1:10 a.m.	12:20 a.m.	12:00 midnite
*6:30	*5:50	*5:25 a.m.
8:20	7:40	7:15
10:10	9:30	9:05
11:50	11:15	10:50
1:35 p.m.	**12:55 p.m.**	**12:30 p.m.**
3:15	**2:40**	**2:15**
5:00	**4:20**	**3:55**
6:50	**6:10**	**5:45**
9:10	**8:15**	**7:35**
11:00	**10:20**	**9:55**

*Daily except Sunday and Holidays

Extra trips Sunday & Holiday evenings

PUGET SOUND NAVIGATION CO.

Black Ball Line

THE HENRY DANIELS FAMILY

Some time prior to 1905, Aunt Lizzie Wilson of Oakland, California, acquired a section of land from the Indians. In fact, Indians were camping on the beach at the time. The exact date is not known, but it is believed that it may have been as early as 1900. The property comprises all that lies between the present-day dock and the Roy J. Daniels home of today and west as far as Beach Drive.

Lizzie's brother, Henry Daniels, and his wife Theresa, lived in California at the time. They had a desire to move their family out of the city and into the country. Henry traded Lizzie his new home and an adjoining home in California for the Manchester property in 1905. In 1906 Henry and 12-year old Roy Joseph Daniels came to Manchester. Theresa, with daughter Modesta, came later.

Roy remembers the trip by boat from Seattle to Manchester. He especially remembers the absence of a dock, landing on a float and having to wait for a row boat to come out from shore. These were exciting times for a young boy.

Henry Daniels built the "family" home, which is still standing today. It is presently the home of Wink and Modesta (Daniels) Norgaar.

Other members of the family . . . Charlie, Elmer and Schell, made their homes in Manchester at various times. An older sister, Ethel, remained in California.

Henry Daniels did extensive farming, taking his produce to Seattle every day to sell. He had the first water system in Manchester, furnishing water to the homes on the north side of the dock. The spring and dam were on the west side of Beach Drive.

In the very early days Modesta and Theresa took care of the light on the point, the present site of the lighthouse. They would walk down in the evening and light the lamp and go back in the morning and extinguish the lamp. As it was kerosene-lighted, the lens had to be washed and cleaned every day.

The board walk ran all along the beach, all the way to the point.

The Daniels had 12 beach cabins that they rented out to summer residents. It wasn't planned that way originally. Roy Daniels had planned and built a large pavilion out over the water. Before it was completed a big wind storm came up and the pavilion collapsed. He used the lumber and built the beach cabins. They stood for many long years, and many people from Seattle came and spent the summers, year after year. The fare to Seattle was ten cents at that time. Some of these people have remained life long friends.

In 1919, Roy J. Daniels married Alice Johnson, upon his return from the service in World War I. They have three sons . . . twins, Roy Henry and Joseph Thomas, and Dean. The boys were all born in Manchester.

They moved to their present home in 1931. Roy Sr. built the home on the Daniels property. This is where they raised their family. It is home to all the Daniels-Johnson clan today.

Joe and Roy Daniels — 1923
On porch of original Daniels home.

Henry Daniels died in 1937. His wife, Theresa, lived on in Manchester in a new yellow stucco house which is now occupied by the Dave Soyat family. She was a hard worker and was well-known and loved for her availability to her friends and neighbors in time of sickness. She would go and stay and administer to the ill. Today she would be known as a practical nurse.

Modesta attended the old Manchester School on the hill, and commuted to Seattle to high school. She is married to Wink Norgaar and they have two children. Son George Troxell, and his wife Charlotte, live nearby on some of the original Daniels' property. Daughter Anne Norgaar attended Manchester grade school, graduated from South Kitsap High School and the University of Washington. She is married and lives in Fairbanks, Alaska, with her husband and three children.

Roy Daniels Sr. was on the school board in Manchester for many years. His three boys were all in the service, all returned to Manchester, and all went to work for Pacific Northwest Bell.

Roy Jr. is an engineer, commutes to Seattle every day.

Joe lives on Colchester Drive, married the former Betty Carroll in 1948. They have two daughters. Jerre Lynne is a junior at Whitman College in Walla Walla and Kimberly attends Marcus Whitman Junior High School.

Dean lives in Bellevue and is married to the former Barbara Foyston. They have three children. Cory is a senior at Western State University. Kyle is in her second year at Western State University. Craig is in high school.

All the children in the Daniels-Johnson family who grew up in the 20s and 30s in Manchester, look back with fond memories of loving parents, grandparents, aunts, uncles and cousins. The summers were fun, the coming of relatives, beach fires, swimming and fishing from the dock . . . all good-time fun. Joe and Roy Jr. can remember selling papers on the dock and the cars lined all the way up the street and down Spring Street waiting to take the ferry to Seattle. Spring Street was then the main street as the Manchester Highway wasn't built. The memories of their childhood growing-up in Manchester are all good. They never tell their children how hard they had it; they tell them what a good and happy childhood they had and how Manchester was a wonderful place to live.

April 23, 1948—Mrs. Olund's Birthday

Mrs. Iseburg, Thyra Englund, Signe Nilsen, Ethel Olund, Emma Hatfield, Hilma Larson, Mrs. Larson, Tina Langtry, Modesta Daniels, Hilda Olund, Vickey Olund, Theresa Daniels, Alice Daniels, Marie Olund, Charles Olund, Gertrude Englund, Olga Ohlund, Halvar Lofgren and Gust Larson.

Grandma Theresa Daniels — 1948

Mrs. Henry (Theresa) Daniels died at the age of 88 years in the fall of 1948 at the home of her daughter, Modesta Norgaar.

The living "old-timers" don't consider themselves pioneers and remember the present much better than the past.

Things have changed. The Daniels' granddaughters pasture their horses on the same land their great-grandfather Henry Daniels farmed. This would no doubt please him very much.

Having a Daniels Street in Manchester does seem appropriate.

Roy and Alice Daniels with sons Joseph, Dean and Roy, Jr.

THE CHARLES ENDSLEY FAMILY

Charles, better known as Chuck, was born in Port Orchard, but was raised by his grandmother, Cynthia Alice Marsh of Holly and Port Orchard.

Chuck has two brothers, Russell and Tom, both of whom live near Woods Road. Sister Leola Bush lives in California. Sister Alice died in Hawaii.

Chuck met Marjorie Lathrop in high school and they were married soon after graduation. The depression years found Chuck spading gardens and sawing wood for a living. Marge had been a travelling beauty operator as a teenager, but marriage and a family interrupted this career for a few years, after which additional training found her working again.

In the meantime, Chuck went from one job to another . . . working for the Quartermaster Corps Supply Department as a chauffeur, working for the Imperial Candy Company and Regal Candy Company and eventually found work with the South Kitsap School District as mechanic and bus driver. He has now been with the school district for 23 years.

Chuck and Marge had four children and at last count there were 12 grandchildren.

David's two oldest children, Carl and Cathy, live in Kansas. David and wife Beverly with children Peggy, Pollyanna and Pamela spent five years in the Philippines and one year in Guam, where David is presently working in civilian electronics for the Navy.

Gene married Carol Bercot of Manette. They have two sons, Larry and Terry. Gene is a M-Sgt. in the Air Force. He is presently a Flight Engineer for the Starlifter jets at McChord Field. Makes a lot of trips to the Orient. However, they own property in Manchester and plan to make their home here when Gene retires.

Danny was the third child born to the Endsleys. He was killed at the age of 14.

Charlene Worth, their only daughter, lives in Port Orchard with her five children: Jerry, Georgianna, Jimmy, Charlie and Marlena.

THE ROBERT FRASER FAMILY

Robert and Nina Fraser moved to Manchester in 1940 and Bob began working at Puget Sound Naval Shipyard. He started as a shipwright and retired as a supervisor in October 1967. Bob passed away on February 11, 1972. The Frasers had a daughter, Mrs. Georgia Oja and a son, Robert Fraser of Seattle, four grandchildren and one great-grandchild. Ralph Fraser of Manchester was Bob's brother. Nina still lives in Manchester right next door to Ralph and Betty.

THE JEAN CHISHOLM GARTEN STORY

Jean and Howard Garten — 1967

Jean Chisholm taught school in the little school house on the hill at Manchester. She stayed with Ben and Nettie Swanson. Jean Chisholm, Jean Whittle Keifer and Norma Swanson organized the Girl Scout group in Manchester. Many of the girls who belonged are now married and still live in this area. June 1, 1933 was a big day in Manchester. School was over for the year. It was Ben Swanson's birthday, Jean and Howard Garten's wedding day and a baby boy named David was born to Chuck and Marge Endsley. Howard Garten passed away January 1968. Jean still lives at her home in Seattle and occasionally finds time for a visit with Nettie Swanson.

THE JAMES GRANT FAMILY

Jim and Barbara Grant moved to Manchester about seven years ago. However both of them were well-known in South Kitsap, having been raised in this area. Barbara's parents were Mr. and Mrs. Lawrence Hagen of the Baby Doll Road. She often visited her grandparents, Mr. and Mrs. Louis Parchette of Manchester Heights, and attended Manchester Church when she was able to do so. Barbara spent a lot of her growing up years with Glim and Molly Brown who owned Brown's Store (later Winkley's, then Hilltop Grocery and now The Thriftee Shoppe) on Mile Hill. Jim's parents, the Wilson Grants who live on the Manchester Highway, are also well-known Kitsap County residents. Jim and Barbara were very close neighbors when they were very small, but actually did not become well acquainted until they were grown. The Grants have three children, Jeannie, Lyle and Troy. You will see them pictured below as trophy winners in the "Manchester Centennial Kiddies' Parade."

In September 1972 the Grants moved to Port Angeles temporarily while Jim attends college. Their hearts are in Manchester and they plan to return.

THE HENRY GROTHEN FAMILY

Henry and June Grothen moved to Manchester with their children in 1950. Henry was employed by Lucky Stores of Seattle until illness forced his retirement in May 1971. He had started out as a meat market delivery boy in Seattle as a boy and learned the meat cutting trade and carried on as a chief commissary steward in the Navy and worked at the same occupation in Seattle. June continues to live in the family home after Henry's death. She works at the Thriftway Store in the Southpark Shopping Center, The Grothen children are: Roger of Manchester, Richard of Port Orchard, Sharon Johnson of Port Orchard, Tam Lowrey of Renton and foster son Larry Bonds of Port Orchard. There are ten grandchildren. Henry's father is Harry W. Grothen of Manchester.

THE JOSEPH HACKETT FAMILY

Joe and Cookie Hackett came to Manchester in February 1971 with their sons Brian and John. Danielle was born on April 27, 1972. Joe is in the Navy and both Joe and Cookie work at the Bremerton Elks Club evenings. Joe is expecting to be leaving Manchester in February of 1973, and if possible, Cookie and the children will go with him.

Brian Hackett being pulled by Shana Sicks
Children's Parade—July 22, 1972

THE BILL HALL FAMILY

Bill married a Manchester girl, the former Suzie Nelson, while he was still in the Army. Their first home was in Kingston where they lived for four and a half years. They were stationed in Germany for a year; lived in Seattle for eighteen months and then came to live in Manchester in 1963. Bill re-entered the Army in December 1963 and they moved to Granite City, Illinois, for two and one-half years before coming back to Manchester in 1966, where they have lived ever since. Bill and Suzie have four boys. Chris is a junior at South Kitsap High School and is active in wrestling and baseball. Mike is a fifth grader and is also active in wrestling, baseball and Scouts. Pat is a second grader. He has waited for so long to be old enough to enter the activities that his older brothers are in. Doug is four years old and will start school next year. Bill has an older boy, Hilton, who is married and has a three-year old son. Hilton is in the Army and is stationed at Fort Bliss, Texas.

Ivan Kapovich, water district, and Bill Hall, sewer district, Maintenance Superintendents

Bill is presently supervising the sewer plant at Manchester. He also works part-time for the water district. With Bill's job he has come in contact with the majority of the people in Manchester and much to Suzie's chagrin, he now knows more people than she does.

JULIANNA HALLSON REMEMBERS THE ICELANDIC SETTLERS

The Icelandic settlers were among the first to clear the land and settle at Clam Bay, in the year 1905. The families there then were the Tappens, Silvers, Ames and Sigurdssons. The Tappens were the first to build in the year 1855. The Tappens were the parents of Mrs. Osborn, the first white child to be born at Clam Bay.

Old two-room cabin — 1916

It was in this cabin that Mrs. Osborn was born. The cabin has long since crumpled, but the big maple tree is still there. By 1905 the Osborns had left the old cabin and built a house on the hill facing Seattle and Puget Sound on the Manchester side of their property. They owned all the land along Clam Bay to where the Government Land begins, and across the beach on the Manchester side. Mrs. Tappen was still living when the Icelanders came to Clam Bay, but the old cabin had already begun to deteriorate. The roof had partly fallen in, and the wall on one side was down. Julianna Hallson now lives in Kamloops, British Columbia, Canada.

THE VIRGIL HAYNES FAMILY

Virgil and Ann Haynes and their two sons, Virgil Jr. and Earl, moved from Tacoma to Kitsap County in 1935. They lived in Waterman, Annapolis and Port Orchard before buying the Ulvan home in Manchester Heights in 1938. Virgil worked in the Puget Sound Naval Shipyard and with his time in the Navy retired after 31 years with the government. He was an engraver in Shop 31.

The boys attended Manchester School and South Kitsap High School and both went into the service during World War II.

Ann and Virgil Haynes, Sr.

Virgil Jr. married Janice Frost. They have two children, Ellisa and Walter. Virgil works as a firefighter at the Manchester Fuel Depot. Both Virgil and Janice are active in the Sea Cadets of which Walter is a member. Ellisa works at the Big Scoop in Bremerton.

Earl married Barbara Jacobs. They have two boys, Eric and John. Earl retired from the Electronics Division at Todd's Shipyard. Eric is attending college in Bellingham.

They all love Manchester and make their homes here.

Virgil Sr. passed away in 1963. Ann continued to live in the old home until 1972 when she sold and moved to South Park Apartments. She still comes to Manchester each Sunday to attend the Manchester Community Church, where she has gone for so many years.

Earl and Virgil Haynes with a friend

THE DON HEYER FAMILY

Don and Bette Heyer bought property on what is now Hemlock Street and started building their home in 1954. In 1955 Don, Bette and 4-year-old Carol moved from Olalla to their new home in Manchester. That same year Jerry was born.

Don went to work for Darigold in Bremerton in 1959. In 1966 Bette started working as a temporary postal clerk at the Manchester Post Office. In 1967 she became a permanent part-time employee.

About 1959 Bette was involved with the Girl Scouts as an assistant leader. Carol was a member of the troop. The late Lucy Smith was the leader.

Carol graduated from South Kitsap High School in 1968. She attended Bremerton Business College and was employed for a time at Keyport. Carol is now Mrs. James Kniert. Jim is employed by the State Highway Department. Carol and Jim have a daughter, Lori, and are now living in Poulsbo.

Jerry is a student at South Kitsap High School. He is presently employed at Ron's Food Center in Manchester.

The Heyer family have always enjoyed the Puget Sound area since they first moved here, spending many summers boating, waterskiing, swimming and camping. Manchester will always be "home" for the Heyers.

THE WILLIAM HUSSEY FAMILY

William Hussey was the first person to have a taxi cab in Manchester. In fact it was the only official taxi cab Manchester has ever had. He was licensed "For Hire" even though he had two artificial legs. He lost his legs in a railway accident. At one time the Husseys owned the Caraway Cabins. William passed away in 1972 at the age of 83. His son, David, manages the Safeway Store on Callow Avenue in Bremerton. His daughter, Geraldine Bishop, lives in Seattle. His niece, Theo Headding, lives on the Manchester Highway. All have wonderful memories of a wonderful person.

THE GEORGE IRISH FAMILY

George and Lorraine Irish have been residents of Manchester for ten years. George is a graduate of Maine Maritime Academy and is currently employed as a deck officer with the Puget Sound Tug and Barge Company of Seattle. He holds a Master's and Pilot's License, upgrading his Chief Mate's Unlimited License since his employment with the company. They own a camper and when George is off duty he and Lorraine go on ski tours in the winter and camp and travel in the summer. Lorraine keeps busy singing. She sang at our Manchester Centennial Street Dance in 1971 and is a paid soloist at the Veterans' Home in Retsil. She makes many guest appearances and enjoys singing popular as well as classical music. At 14 years of age she was singing on the radio with the Seattle Civic Opera. She is now studying with Mr. Roald Reiten of Tacoma, a former Metropolitan Opera National Auditions winner. George is also a singer, but since returning to the sea, he has not kept up with it. They met in the choir of Tibbett Methodist Church in West Seattle.

Lorraine and George Irish

THE ELMER JOHNSON FAMILY

Elmer and Marjorie Johnson came to Port Orchard in 1938, and later moved to Manchester. Elmer was employed as a driller at Puget Sound Naval Shipyard. He retired in 1963 after 23 years of service, and then worked as a ticket taker for the Washington State Ferry System for about five years. The Johnsons were active members of the South Colby Methodist Church. Their son, Darr Johnson, and daughter-in-law, Renee, live in Bremerton with their three children. Elmer passed away in October 1971 after a long illness. Marjorie continues to live in the family home at Manchester.

THE THOMAS JOHNSON FAMILY

Thomas and Anna Johnson and their family came to Manchester in 1909. They had come from Norway to homestead in Snohomish County on 160 acres in 1887. They moved to Ballard, then to Bainbridge Island and finally, in 1909, they came to Manchester. They had their home on top of the Manchester Hill near the old school house.

The Johnson Family—1909

Back Row: Third from left, Mabel Johnson [Halvorsen], Chris Holl, Anna Johnson, Thomas Johnson. Bottom: Third from left, Alice Johnson [Daniels], Ada Johnson, Clara Johnson [Holl]. The others in the picture are neighbors and the names are now unknown.

The Johnsons had four girls and a boy who died in infancy.

Clara married Chris Holl, known affectionately as Daddy Chris. Chris Holl had come from Norway as a seaman, and had stayed in the Johnson home on Bainbridge Island. The Holls had four children . . . Jon, Myron, Marion and a son who was killed at an early age in an accident. Jon Holl was well known in Kitsap County as he was at one time in charge of the State Patrol detachment in Bremerton. He moved from Manchester when he was promoted to Captain and stationed in Olympia. Upon leaving the patrol he worked for the United States Government in

law enforcement in Thailand. Jon suffered a heart attack while in Thailand. He is survived by a wife and son. Myron Holl and his wife Helen live in Bremerton, but own a summer home in Manchester. The home is on the beach and is on some of the original Henry Daniels property. Myron and Helen have two sons, Steve and Jim. Marion Holl Chamberlain lives in Portland and has one son. They visit Manchester as often as possible. Clara and Chris Holl lived for many years on the Johnson property on Manchester Hill. Chris Holl farmed and followed the sea. In the Second World War he was called back into the Merchant Service. He is now deceased, but Clara lives in Bremerton and is a frequent visitor to Manchester, which she considers home.

Mabel Johnson married John Halvorsen and for many years lived in California, but at the death of her husband in a tragic auto accident, she returned to Manchester. The Halvorsens bought the yellow stucco home belonging to Mrs. Henry Daniels. Irene Halvorsen Soyat, her husband David and their three children, Jeff, Lisa and Dana, now live in this house. John Halvorsen is married, lives and works in Seattle, but often visits Manchester. Walter also lives and works in Seattle, but comes to Manchester as time allows. Ingrid and her two children live in Seattle. She graduated from the University of Washington and now has a career. Rita is pursuing her career in nursing, having served on the hospital ship Hope. Mabel

Alice Johnson [Daniels] — 1913

Johnson Halvorsen lives in Bremerton with her sister, Clara, but is very often at Irene's home in Manchester.

Ada Johnson never married, but worked in Seattle. She spent much time in Manchester and died in 1968 in Bremerton.

Alice Johnson married Roy Daniels upon his return from the service in World War I. In August of 1969 they celebrated their 50th wedding anniversary. Alice and Roy have three sons . . . twins Roy and Joseph and son Dean. The boys were all born and raised in Manchester.

The Johnson family and the Daniels family are truly "old-timers," but they do not consider themselves so. The family histories are so intertwined that it is extremely hard to write. It involves so many, both friends and relatives, that it was almost impossible to write, but Manchester's history would not have been complete without the stories of these families.

WILLIAM AND MARGUERITE JOHNSON

Bill's grandparents, Edward and Belle Martin, came to Manchester with four of their children (Eva, Howard and Jessie Maupin and Lenore Martin) in 1908. Bill's mother is Jessie Maupin McGrew, now living in Wapato, Washington.

Bill met Marguerite Mack during World War II in Seattle. They were married in 1944. In 1946 the young couple moved to St. Louis, Missouri, which was Margie's home. In 1967, after various jobs in various cities, they returned to Manchester and settled on Beaver Creek Road. Margie worked at the Shaub-Ellison Tire Shop in Bremerton until October of 1971 when she passed away after a short illness.

Margie Johnson, Jessie Maupin McGrew and Bill Johnson

Margie worked for a while for Acme of Detroit. The company paper described her as being a speedy expert in manipulating the keys of a typewriter, a typical American girl who liked dancing, baseball and other sports, a home lady who delighted in keeping her house spic and span, the friendly type . . . equipped with a cheery disposition and a charming personality.

Bill still lives in the family home on Beaver Creek Road not far from his cousin, Frieda Hansen, and his aunt, Lenore McBeth.

Marguerite Mack Johnson and dog, Wolf, taken at old Gibson home located on Washington and Nevada Street—Manchester Heights, Addition No. 2.

Ruth and Beryl Bryan, Lenore McBeth, Margie and Bill Johnson—Puyallup, Washington, September 1971.

THE BOB KANEKKEBERG FAMILY

Bob and Hulda are both natives of Kitsap County and attended grade schools and high school in this area.

Hulda's parents are Mr. and Mrs. Nils Johnson of Waterman. Bob's parents are Mrs. Pearl Radi of Olalla and John Kanekkeberg of Blaine.

Bob and Hulda met while in school and were childhood sweethearts. They were married in 1936. Their first home was on the beach in Manchester in one of the Daniels' cabins. From there they moved to Spring Street where Gary and Eddie were born.

Later the family moved from Manchester to Salmonberry Road where they lived for 14 years. Linda was born there.

In 1958 they moved back to Manchester and have lived here ever since.

Bob is a commercial fisherman. Both he and Hulda spend much time in Alaska fishing off their boat Ro-Jo-Lin.

Gary and his wife, Mary, live on Garfield and Locker Roads with their three children, Debra, Bobby and Danel. Gary is a plumber for Kitsap Mechanical in Silverdale.

Eddie and his wife, Louise, live on Kimble Road with their two children, Karl and Tina. Eddie is a commercial fisherman and spends many months in Alaska on his boat, the Louise.

Linda lives on Salmonberry Hill with her small daughter, Lori.

The Kanekkebergs claim that in all their travels, there's no place like home and Manchester.

Eddie, Linda and Gary Kanekkeberg

THE MEMORY LAWRENCE STORY

Memory (better known as "Newt") and Lucille Lawrence moved to Manchester in 1953. Newt worked at the Alki School District in Seattle and then at the Puget Sound Naval Shipyard until his death early this year. Lucille still makes her home in Manchester, has a son, Steve Lawrence, who is attending Highline Community College, and a daughter, Mrs. Richard Anderson of Port Orchard. Mrs. Lawrence is also very proud of her grandson and three granddaughters.

THE KATHERINE MERRICK FAMILY

Katherine married James G. Merrick in Bremerton on December 30, 1942, and they made their home in Manchester. She spent years serving others as a Public Health nurse and as a participant in local community projects, 50 years as a registered nurse. She passed away February 29, 1972, after a brief illness leaving behind her twin sons, John and James, both of whom live in Manchester, and one granddaughter.

THE DONN NELSON FAMILY

Donn worked at the Puget Sound Naval Shipyard for several months before moving his family to Manchester in 1941 from Ethel, Washington, where they owned and operated a grocery store and post office. Donn was soon transferred to the Manchester Fuel Depot. They had lived in their home about six months when it was destroyed by fire. They spent the first winter in some cabins on the beach. They rebuilt their home, although it was a slow process with materials so hard to come by during World War II. The family had increased by two more children. There were now Donn, Herm, Suzie, Nancy and Bill. They are all married now with children of their own.

Donn and Jeannie live on Treasure Island with their daughter Jean Marie. Donn teaches school at North Mason High School.

Herm and Mary Lou with their children, Kathy, Mark, Edward and Kristi, live on Bear Creek just off the old Belfair Highway. Herm teaches at Olympic College.

Suzie and Bill Hall, with their children, Chris, Mike, Pat and Doug, live at Manchester.

Nancy and Dick Benson, with their daughter Lori, live on Treasure Island.

Bill and Beverly, with their children Cindy, Byron, Sandy and Jo Dee, live in Port Orchard. Bill works as a rigger at Puget Sound Naval Shipyard.

Donn and Gladys were involved in many activities in and around Manchester for many years. There was the Manchester Civic Association which really made for strong community spirit by promoting many get togethers such as the annual Christmas Program held downtown in the evening, a field day during the summer which included all sorts of races and games of skill and contests and baseball games. There were also the Boy Scouts and Girl Scouts which they both worked with for so many years. There was Little League baseball which Donn helped coach and manage. Donn was also on the school board for several years and was chairman during part of that time.

Donn retired from the Fuel Depot in February 1971 after 29 years and six months of service. They have both lead busy lives since retirement and have enjoyed it tremendously. Donn has been working with his backhoe and has now purchased a portable sawmill which he has set up on their 80 acres in the Tahuya area. They are logging mostly pine trees. They stay there as much as is possible during the summer and fall until the cold weather forces them in.

Donn, Gladys, Donn, Bill and Herm Nelson, Suzie and Nancy Nelson—Christmas 1961.

Gladys and Donn Nelson

THE LILLIE OSLAND STORY

In January 1926 Lillie Osland, with the help of her family, decided to locate a beach lot on the salt water where she could build a cabin for summer weekends. She was told the Puget Mill Company had put up for sale the waterfront lots from Manchester to Colby. Accompanied by her sister and brother-in-law, she went over to Manchester via the Beeline and they were shown around by Bert Rogers. They liked Lot 14 best because of the view of Mount Rainier, the Seattle waterfront and skyline with the beautiful Cascades in the background. She was one of the first buyers and a carpenter friend started building that spring as soon as a space was cleared. They moved in on Memorial Day and held their first celebration and initiation on that day. In those days, they didn't mind walking. They would come across on the little Beeline ferry and walk from Manchester, about a mile, loaded with supplies for the weekend. However, they were glad when a Southworth bus met certain ferries and stopped wherever requested.

The original cabin

In 1928 Lillie bought a car and had no difficulty as the Crosline was running and it had room for many cars. Friends who came for weekends had to have something on that woodsy road to direct them to the right lot. Up by the road was a big stump on which they would fasten a large newspaper sheet. From there the path ran right down to the house. Those who came over on the bus got a laugh from the driver when they directed him to let them off at the stump with the newspaper on it.

Lillie's neice, Marjory Bell, married Richard Blair in January 1940. Dick was raised in the Colby district. They lived in the cabin until it burned to the ground in February 1945. Dick then bought the lot from Lillie and built this home on it.

It is a very homey home, with a lovely garden and the same beautiful view, and several cats and dogs who are the main owners!

Lillie Osland and weekend guest — 1927

The Blair Home — 1963

THE JULIAN PEDERSEN STORY

Louise and Julian Pedersen moved to Manchester shortly after their marriage. Louise had lived in Manchester prior to her marriage and Julian had lived in Banner, so they felt they had not really left home. They purchased their first home from Mr. Rueter where they were living when their first son, Morris, was born. They later purchased the house next door as it was much larger and with a young family they were sure to need more room. They lived there for about 24 years. During that time they had two more sons, Duane and Steven.

Duane passed away in 1952 at the age of four years.

Morris and Steve rode buses to Orchard Heights school and also attended Marcus Whitman Junior High and South Kitsap High School.

First day of school—September 1957
Steven Pedersen, Richard Collings and Jim Strode

Last day of school—June 1958
Richard Collings, Jim Strode and Steve Pedersen

Morris graduated in 1959 and attended Central Washington State College, graduating from there in 1964. He married and started his career in music education in Manson, Washington. He is now teaching music at Central Kitsap High School. Morris and his wife, Polly, have two sons and two daughters.

Steven graduated from South Kitsap High School in 1969, started to Olympic College, but with the Vietnam War still going on and an apparent desire to do something which seemed more meaningful at the time, he enlisted in the Air Force. He spent 13 months in Southeast Asia and is now stationed in Montana.

Julian is employed by a construction company in Seattle and Louise is a library clerk at the Manchester Library.

The years have gone so very fast because they were filled with all of the activities of raising a family. The boys were in 4-H, Cub Scouts, football and they were also piano students of Professor and Mrs. Scavenius.

Julian [Bruno] Pedersen, Everette and Jim Strode, Steve Pedersen

Julian, Morris, Louise and Steve Pedersen at home in Manchester

THE FRANK SADOWSKI FAMILY

Frank (better known as "Don") and Esther Sadowski arrived in Manchester in December of 1956 from Kansas.

Don is a boilermaker by trade and does quite a bit of traveling in his work. Esther grooms and raises poodles. They have four children.

Danny married a Manchester girl, Roxy Atterbury. They now live in Federal Way.

Mike recently returned from Vietnam, bringing his wife, Thanh, whom he met and married there, and his two children, Tommy and Kim, who were born there.

Jerry is an apprentice pipefitter at Puget Sound Naval Shipyard.

Mary Jo is a senior at South Kitsap High School.

The Sadowskis moved to Southworth in 1966, but feel they are still a part of Manchester.

The Sadowski Children

FROM THE SADOWSKI SCRAPBOOK OF MANCHESTER MEMORIES

Don and Mary Jo at the Manchester Boathouse

The Sadowskis with neighbor Ralph Fraser — 1957

Mary Jo and Don Sadowski with a "Big one."

Esther Sadowski and family

Virginia Grosso, Mary Martineau, Alice Daniels, Elaine Uhr, Esther Sadowski and Ruth Frey get together.

Mr. I. V. "Rosie" Rose
A former neighbor of the Sadowskis.

THE CAPTAIN JAMES R. SHAW FAMILY

Captain Shaw was raised in the inland city of Marshfield, Massachusetts. His father was an adventuresome type person and had come to Port Blakely in 1902. When Mrs. Shaw heard his interesting stories of the ocean liners passing by and all the wonders of the great Pacific Northwest, she and the four children came to Port Blakely also.

Helen Pfost was living in California, but she had very dear friends living in Seattle. They had taken her from an orphanage when she was small. She came to visit them and stayed.

She met James, who was then a ferry captain, and they did their courting on the old Suquamish. They were married in 1922 and settled in Harper.

In 1923 Capt. Shaw received his Master's License certifying him as qualified to serve as master on any steamer or motor vessel of any gross tons upon bays, sounds and lakes other than the Great Lakes.

The Shaws moved to their present home on Yukon Harbor Drive in 1928.

Among his many trips between various places on Puget Sound, Capt. Shaw recalls the time the Reliance blew the whistle for Manchester and the boiler let go and blew steam into the bilges . . . everything stopped . . . they managed to coast into Manchester and then took the passengers from other stops home by bus.

He also recalls once when they were stalled in a fog. Johnny Walsh sat on the wheelhouse blowing the honk horn for four hours while they repaired a blown tube. The opinion of all concerned was that Johnny Walsh deserved a medal. It was mighty cold and damp.

Capt. Shaw had the dubious honor of taking the last ferry out of Manchester . . . the Quillayut . . . June 24, 1949.

Since 1923, when Capt. Shaw became a full-time employee of the Kitsap County Navigation Company, until his retirement in September 1957, he stayed on the job, even though Kitsap County sold out to the Puget Sound Navigation Company (Black Ball) and then when it was again sold to the State of Washington.

Some of his boats were the Suquamish, Reliance, Vashon II, SS Bremerton and the West Seattle. He piloted the ferry Washington from Vashon Heights to Fauntleroy in 1925 for the first time. Trips previously had been made to Colman Dock.

Ferries still play a large part in the lives of the Shaws. Capt. and Helen Shaw live right on the water and often pause to watch the ferries crossing the Sound, and they enjoy life very much as it is now, but they also like to "remember when . . ."

The Steamer Reliance

The Beeline

THE ALICE SHELTON STORY

Alice and Clyde Shelton were formerly in the insurance business in Seattle and Bellevue. They moved to Harper in 1962 and then bought the Timm place in Manchester in February 1970.

Clyde passed away March 29, 1972, after a long illness.

Alice was a long time member and officer of the Seattle Co-Arts, a charter member of the Artists Sales Gallery, a charter member of the South Kitsap Artist and president for several terms. She is also a member of the Sidney Gallery and an active member in the Colby United Methodist Church.

Alice is also a graduate and post-graduate of the Famous Artists School. She has studied under prominent artists such as May Marshall, Olive Carl, Ambrose Patterson, Eliot O'Hara, Raymond Brose, George Post, Warren Brandon and Charles Mulvey.

Alice is very happy in Manchester, where she has wonderful neighbors, many other friends, and an unsurpassed view.

NOMA SMITH FAMILY

Noma was born and raised in Colby. She moved to Manchester in 1950 and retired from the Veteran's Home on April 30, 1970.

Sister Alice U'Ren lives at Southworth and works on the ferries.

Noma also has two well-known aunts living in this area. Almarie King lives on Banner Road and Doris Roach lives at Retsil.

Noma has two sons and seven grandchildren.

(Oliver) Grant Smith and his wife, Ann, live at Seabeck with their children, Kimberley and Oliver Grant Jr.

Larry and his wife, Nina, live in South Carolina with their children, Larry and Noel. Their older children have scattered. Gwen Smith Jones lives in Everett, Billy is in Vietnam and Harvey is at Fort Lewis.

THE LESTER SUNDSTROM FAMILY

It was during the ferry strike in August 1939 that the Sundstrom family came to Manchester and rented a house on the beach for the month.

Bill and Dolores, their children, had such a good time that when they got back to Seattle, all they wanted to do was to move to Manchester.

Lester was getting tired of riding the ferry back and forth to Seattle, so when the opportunity came to buy the house which they had rented that month, they packed up their belongings and moved in. That was in January 1940.

Bill and Dolores both graduated from South Kitsap High School.

After graduation Dolores worked at the Manchester Naval Station where she met her husband, Bernard Linvog.

Bill took an apprenticeship in bricklaying.

In 1948 Lester accepted a job in Seattle at his trade of tilesetter, working at that trade until his retirement ten years ago.

They moved back to Seattle in 1950 but kept their home in Manchester and in July 1970 they moved back again. It was nice to move back and just like home, for the neighbors were still there and there were also new neighbors to meet.

Bill is now working at Intalco Aluminum Company in Ferndale, and is living in Bellingham. He has a daughter, Toni Lee, and a son, Stephen.

Dolores and Bernie live in Seattle, have a son, Bernard Jr., who just married in August 1972. Their daughter, Theresa, graduated from Nathan Hale High School and is now working for the Seattle First National Bank.

There are many happy memories for the Sundstrom family and Dolores and Bill. They remember all the good times they had with the Nittebergs, Daniels, Norgaars, Dennistons, Nettie and Ben Swanson, Englunds and ever so many more.

Norma Genieve Swanson
Daughter of Nettie and Ben Swanson

Norma is dressed in one of Clara Denniston's dresses for a Young People's Party at the Manchester Hall. Many were the good times there, both for the old and the young. Many people came from Seattle.

Norma, a student at the university, passed away at the age of 18 on March 20, 1935.

Nettie made the costumes of Sperry Flour sacks given by the Sperry Company.

The party was held at the hall which was on the corner of Main and First Streets where the Fred Reils have recently built a new home.

May Jones and Nettie Swanson
Hallowe'en 1931

Buelah and Kermit Johnson gave a lovely anniversary party for the Swansons. There were 50 guests, many from Seattle.

The Swansons came to Manchester March 17, 1929, and then moved to their present home from Seattle on November first of that same year. Ben passed away in November 1970. Nettie still lives at the family home.

Ben and Nettie Swanson on their Golden Wedding Day, with Marlene Johnson—October 21, 1965.

THE LEO TERRELL FAMILY

Leo and Winifred Terrell came to Manchester in the spring of 1941 from Spokane County, where Marlene, Robert and Annette were born. They built a home on Third Street. Leo worked as an auto mechanic in Bremerton and Manchester and served a hitch in the Army from 1944 to 1946. The family owned and operated Kitsap Motors in Port Orchard for 17 years.

Marlene Maring lives in Manchester with her children, Alan, Ron and Kim Jensen, and her husband, Hank Maring. Marlene works at the courthouse. Hank teaches school. Alan is following in grandfather Terrell's footsteps. He works for Ellery Hovgaard at the Manchester Mobil Station.

Robert has three children, Robert, Gary and Laurie, who live in Salem.

Annette and Jerry Pollard, of Kirkland, also have three children . . . Jeff, Mike and Shelley.

Annette, Robert and Marlene, Leo and Winifred Terrell

Granddaughter Kim Jensen

THE CLARENCE TRIPP FAMILY

Clarence and Etta Tripp first built a summer beach house in the Colchester area about 1926. The Boyles, Andersons, Barbers, Kingstons, Hersheys, Mercers and the Carlton Fitchetts were neighbors along the beach in those early years.

Carlton Fitchett was well known for his writing and his column in the Seattle P-I.

Another well-known family and neighbor was the family of Cecil Solly, who is remembered for his garden program on radio and his gardening articles in the paper.

By 1938 the Tripps had finished their permanent home on the beach. They had carried rocks from the beach to make a very impressive fireplace. Clarence split cedar shakes for the siding and roof.

As they became full-time residents, they were very active in Grange and legislative work and in organizing pension union groups in this area. Through their efforts many elderly people in Kitsap County were able to get pensions before Social Security was available.

Etta Tripp

Etta was an active member of the Curly Creek Grange and one of the first women to become a grange master. On her 90th birthday the Grange held a special celebration in her honor. She was one of the original workers in the organization of Group Health Hospitals in Seattle and Kitsap County.

The Tripps are both gone now, but they will be remembered for their dedicated service to all. Etta was a teacher in her native Ohio and continued to teach when she came west. Clarence was principal of Everett School. Etta was one of the first teachers of adult education during the Works Progress Administration era.

The Tripp family included two daughters, Mrs. Clarice Blanchard of Manchester and Mrs. Dorothy Marquardt of Garden Grove, California., a son, Robert Tripp of Manchester, four grandchildren and seven great-grandchildren at the time of Etta's death on September 9, 1965.

The Tripps—July 1949
Clarence, Bob, Clarice [Blanchard], Enid, Marilyn, Michael and Etta

THE ROBERT TRIPP FAMILY

In September 1943 Bob and Enid Tripp, with their son Michael, moved from Seattle to live in a house in Manchester Heights. Marilyn was born that fall. The house was later sold to the Manchester Community Church for a parsonage. The family wanted some acreage, so bought some property in Colchester on Puget Drive. There, as the children were growing up, they had room for all the various pets they so much enjoyed. Michael had a heifer and calf at one time for a 4-H project, and Marilyn's main interest was horses, but they also had rabbits, pigeons, chickens, ducks, goats, at various times and always a dog and one or more cats. Even a wild deer mouse, found as a baby, lived out its two-year life span with them. The family was always so grateful to be living in Manchester where all of this was possible.

When they first came to Manchester, they had the Manchester Cleaning Shop which was located where the Variety Store is now. It was a pretty busy place during those war years when there were so many servicemen stationed at the Oil

Depot. Bob was doing the pressing and Enid doing mending jobs and sewing on insignias for the servicemen.

Then for a few years Bob drove the Buchan Bread truck and delivered for their bakery in the South Kitsap area. Bob's Second Hand Store was housed in the Shopping Mart next to Fuller's Variety Store for a little while. When Tom and Nell Fuller decided to sell their store, Bob and Enid took it over. Eventually it was moved across the street where Edith Hillstrom now has it.

Since there were no other stores in Manchester except the grocery store and small drug store, Manchester Variety Store soon became more like "the old country store," with a little bit of everything.

There was much community spirit about that time, similar to what the Manchester Centennial brought forth. Many people will remember the Saturday drawings sponsored by the Manchester Merchants. Neighbors and friends had a chance to get together and keep in touch, as well as the fun of maybe getting a prize. Manchester Civic Association was very active and there were community get-togethers such as the Field Days and big Christmas programs. And then, of course, there were Cubs, Brownies, Scout Mothers and Scout Committees, 4-H, music activities and PTA.

Manchester Variety Store

After ten years in the Variety Store, Bob decided he would like to be outside some, so he became salesman for the Tacoma Button Company in Western Washington.

Michael and Marilyn spent their school years in South Kitsap, and also had the privilege of studying music under Prof. and Mrs. Scavenius. Both attended Olympic College and went to the University of Washington. Michael graduated there with a B.A. degree in sociology, and later earned his Master's Degree at Denver, Colorado. Marilyn transferred to Western Washington College at Bellingham and graduated with a B.A. degree in music education.

Michael now lives with his wife, Leslie, and three children—Lisa, Stephen and Christopher—near Silverton, Oregon, but he works in Portland. He is assistant to the Dean for Students at Portland State University.

Marilyn has been teaching music for the past five years in one of the elementary schools in Beaverton, Oregon. She is married to Jack Kyle, whose parents, Ralph and Loretta Justice, have lived on Puget Drive for many years.

Enid taught second grade at Givens School in Port Orchard one year. For the last six years she has been working with the Head Start Program in Bremerton and South Kitsap.

THE NICHOLAS VEICH STORY

Nick and Betty Veich bought the old Maier house on Spring Street in Manchester proper and moved in with six of their seven children in June of 1972.

Joe is in the Navy and was in Vietnam at the time the family moved to Manchester, but his bride of a few months, Evelyn, lived with the family until Joe came home.

Betty and Nick

The Veich Family

The other children . . . Kathy, Don, Rick, John, Mary Ann and Betty Jane, are fast making friends here.

Nick is retired from the Navy and works civil service at Puget Sound Naval Shipyard, having been transferred here from Wurtsmith Air Force Base, Michigan.

Both Betty and Nick are active members of the Fleet Reserve Association. Don and Rick are with the Naval Sea Cadets, Mary Ann and John in 4-H, and Betty Jane in Blue Birds. Kathy is enrolled at Olympic College as a full-time student and works at the Chuck Wagon at the Base Exchange in Bremerton.

MEMORIES FROM VICTOR WHITE

Just for fun, here is what I know about in the book (Volume I):

I knew the Dennistons and their store. Emma Denniston was a teacher of mine at school. I knew and was a "Bunky" of Gunnar Wiggen (Page 14, second from left—upper row) in the Navy in 1918. He lives in Seattle now. I knew Modesta Daniels in the same picture. I have a snapshot of myself and one of her. She took the one of me. Bottom of Page 15. I have a picture EXACTLY like the one shown of Little Clam Bay. I knew Tommy Wood and all that family very well. I recognize the dock and store shots . . . I have a menu from the little restaurant that once existed at shore end of dock across from store, which I do not find mention of. I knew Toner, a rather famous Seattle piano man, who owned his own piano store in Seattle and who built one of the most expensive homes along the shore north of the dock. The man, who for years was head counsel and a leading lawyer for Northwestern Mutual Fire Association, used to live at Manchester in summertime. His name momentarily skips me. Young Crosby, son of the man who ran the Beeline and Crosline, leaped from the upper deck in a beautiful dive one summer evening and saved the life of a baby passenger trapped in a sinking automobile. There was once-a-day REGULAR boat service to Colby before 1900 and most likely back to 1885. Boat service DID NOT start to South Colby and Southworth in 1908. South Colby dock and Southworth dock were built about the same time . . . in 1913. The only service previous to that had been before the days of floats or docks when a boat WOULD stop for a rowboat passenger. COLBY was the FIRST town in South Kitsap, before Sidney, Charleston (once also called Sidney) or Bremerton. The first wagon road from Colby to Manchester was via Woods Road . . . then down to the beach on your Main Street. The Beach Road to Port Orchard from Colby through Manchester was projected in 1918 . . . after a hot fight . . . presumably to be a water level route, longer but more level than the six-mile road from Colby, which was the earlier road—most of the way where the highway still is today.

FROM PARADISE ON THE PUGET SUMMER 1972

Dear Neighbors and Gentle Friends:

Why did we come to the Manchester area, and why do we hope to always remain? Employment in PSNS brought us to Bremerton from Vale, Oregon. Leighton and I were both born and raised in Decatur County, Iowa, married there, and had one child, a daughter. She was educated at University of Texas, married to Dr. Edward W. Frederickson, and mother of one daughter, DeLora. They live in Jamestown, North Carolina.

In 1958 we purchased our home in Colchester. Known to old timers as the Tohill place.

HOME IS WHERE THE HEART IS . . . Our neighbors here are the finest anywhere. And our weather is a delight. Storms are not frequent but always a thrill from this vantage point. For instance on a November day out on the Sound the waves are dancing with the wind and their big white ruffles are swirling like the skirts of a Spanish dancer up onto the rocky beach. The water is so dark you could call it black and the sky only a few shades lighter of the same dark hue. Widespread seagulls soaring high with the wind, smooth and graceful circling to face the force and work their way back so as to turn and have another smooth and easy ride. Only necessary watercraft is out today and pulling hard on their power to continue forward. Strong little tugs with big barges are moving very slowly in the frothy brine. The State Ferry boats are stark white against the darkness of the atmosphere and the unseasoned passengers are surely uneasy.

There are no bad weather days. There are those with overcast skies that will spread the blues unless you can look UP. Assorted ships and boats (much of it Navy) can divert a low spell of the mind to one of wonderment of the mysteries of life on the sea.

Another for instance is a day in July, a day with skies of cerulean and a few very thin white fleecy clouds. The Cascade mountain range in a combination of pink and gray with peaks merging with the lavendar of the sky beyond. The majestic Olympics to the north and west are granduer indeed. The king-size expanse of Puget Sound waters within my view reflects the soft pastel pink with streaks of darker hue. Vashon, Blake and Bainbridge islands are a hazy blue and seem nearer than they really are.

These are the days and this is the place.

Your Friend and Neighbor,
Enid M. Wise

THE ROBERT WOOD FAMILY

Bob and Connie Wood moved to Manchester seven years ago after six years of Navy life. Connie is a born Washingtonian, a descendant of the Griffith family, who were early Manchester settlers, daughter of Eva (Griffith) Dolen. Connie enjoys meeting people, making new friends and is secretary of her bowling league.

Bob was born and raised in Pennsylvania and is presently employed at the Puget Sound Naval Shipyard as a pipefitter.

Bob and Connie have three children . . . Bobby is nine years old and an active Cub Scout, Tina is seven and Tammy is four years old.

Tina, Tammy, Connie and Bobby Wood—September 1971, in front of Bill Johnson's cabin, Beaver Creek Road.

THE WHITEY WOOD FAMILY

Milton (better known as Whitey) and Irene Wood came to Kitsap County in 1940 and Whitey went to work in the Puget Sound Naval Shipyard.

Whitey and Irene moved to Manchester in March of 1942 when Whitey was transferred to the Manchester Naval Fuel Depot. They have continued to live in Manchester after Whitey retired in 1961.

They have often contemplated moving to some other spot, but although Whitey didn't arrive in Washington State until 1922, Irene was born and raised in Washington and it will always be home to her.

SOME OF OUR SMALL-SIZED NEIGHBORS

Shanda Schoiber, Vicki Towns, Robin Ratliffe and Terry Towns—ready for school, 1972.

Hooty entered the Children's Parade with his owner, Rick Fickle—July 22, 1972.

Shana Sicks

Sherri Sicks with her dog, who isn't Snoopy, but he can't help it.